**POSH PICK-UP**

'73 RANCHERO SQUIRE

**PERFECT PENTASTAR**

'66 DODGE CORONET

# CLASSIC AMERICAN

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NO. 415
NOV 2025

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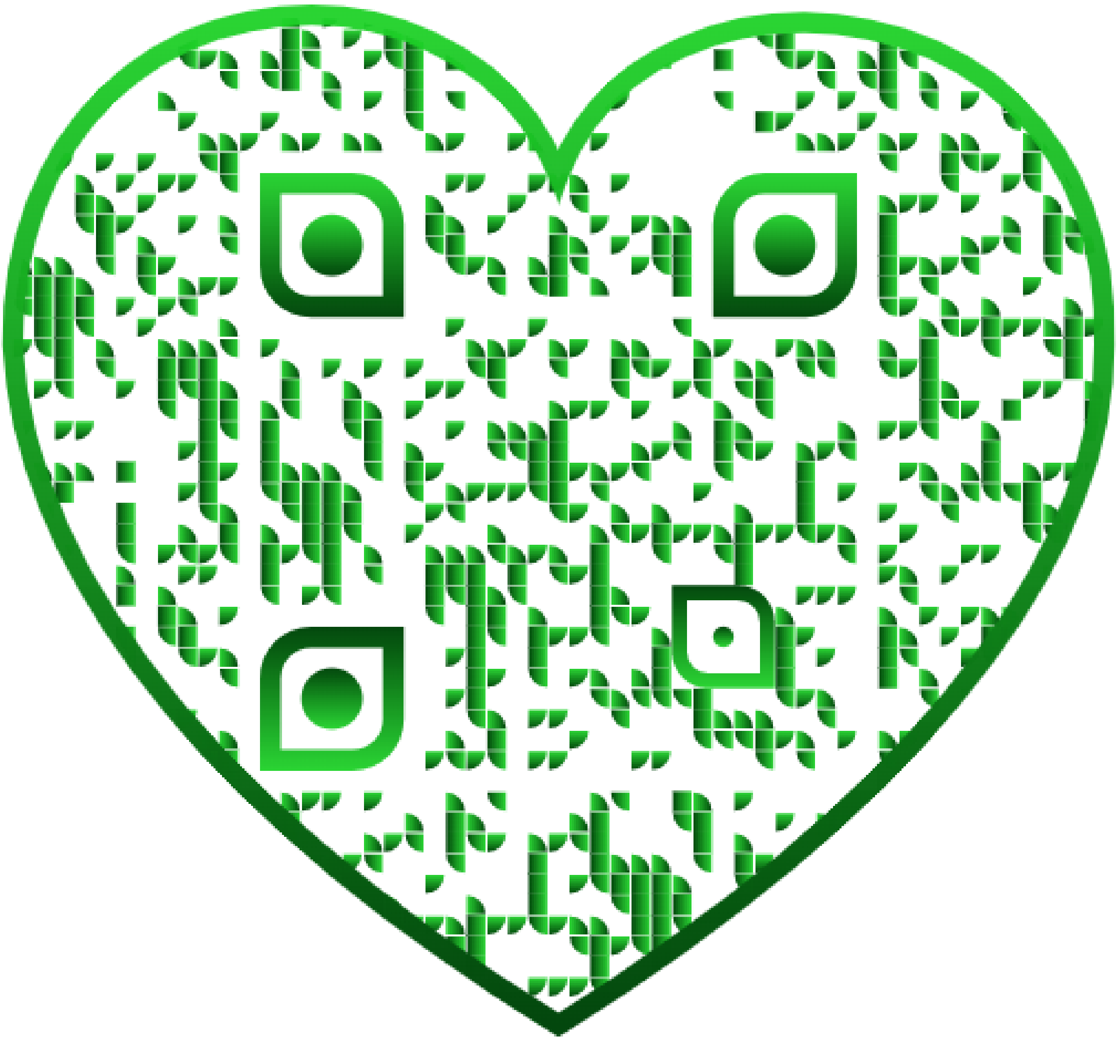

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Ben Klemenzson

## Viewpoint

# AND SUDDENLY IT'S NOVEMBER!

How did that happen? It only seemed like five minutes ago I was up and down the motorway, going to American car shows all over the country, or out in my 442 with the top down. But now, suddenly there's mist on my car, brown leaves everywhere and ever-shorter days. Still, there's always the NEC Classic Motor Show to look forward to on the second weekend of November, where the finalists of this year's Kingstown Shipping-Vintage Tyres Car of the Year competition will be displaying their cars (check 'em out on page 6 of News!) and the lucky winner will be announced on Sunday afternoon.

Winter isn't all about hibernation though. For many American vehicle enthusiasts, it's a time to plan road trips to America - check out Will Shier's Vanishing Point Road Trip feature for inspiration on page 80, or Christopher Tilley's profile of one of the greatest car museums in America, the Henry Ford Museum in Dearborn, Michigan. If travel doesn't figure in your plans, winter's a great time to plan upgrades, improvements or carry out essential repairs on our precious wheels. In that vein, make sure you check out our performance upgrade Tech feature on page 55. There's plenty of things to do… Including curling up and reading your favourite classic American automotive publication!

Ben Klemenzson

**Ben Klemenzson, editor**
**bklemenzson@mortons.co.uk**

Empty highways & endless vistas. Check out Will Shier's Vanishing Point Roadtrip, page 80.

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on page 20

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CROWN VIC
FREE MUSTANG SUPPLEMENT
FIREBIRD: Pontiac's Mustang Beater
THE 70s
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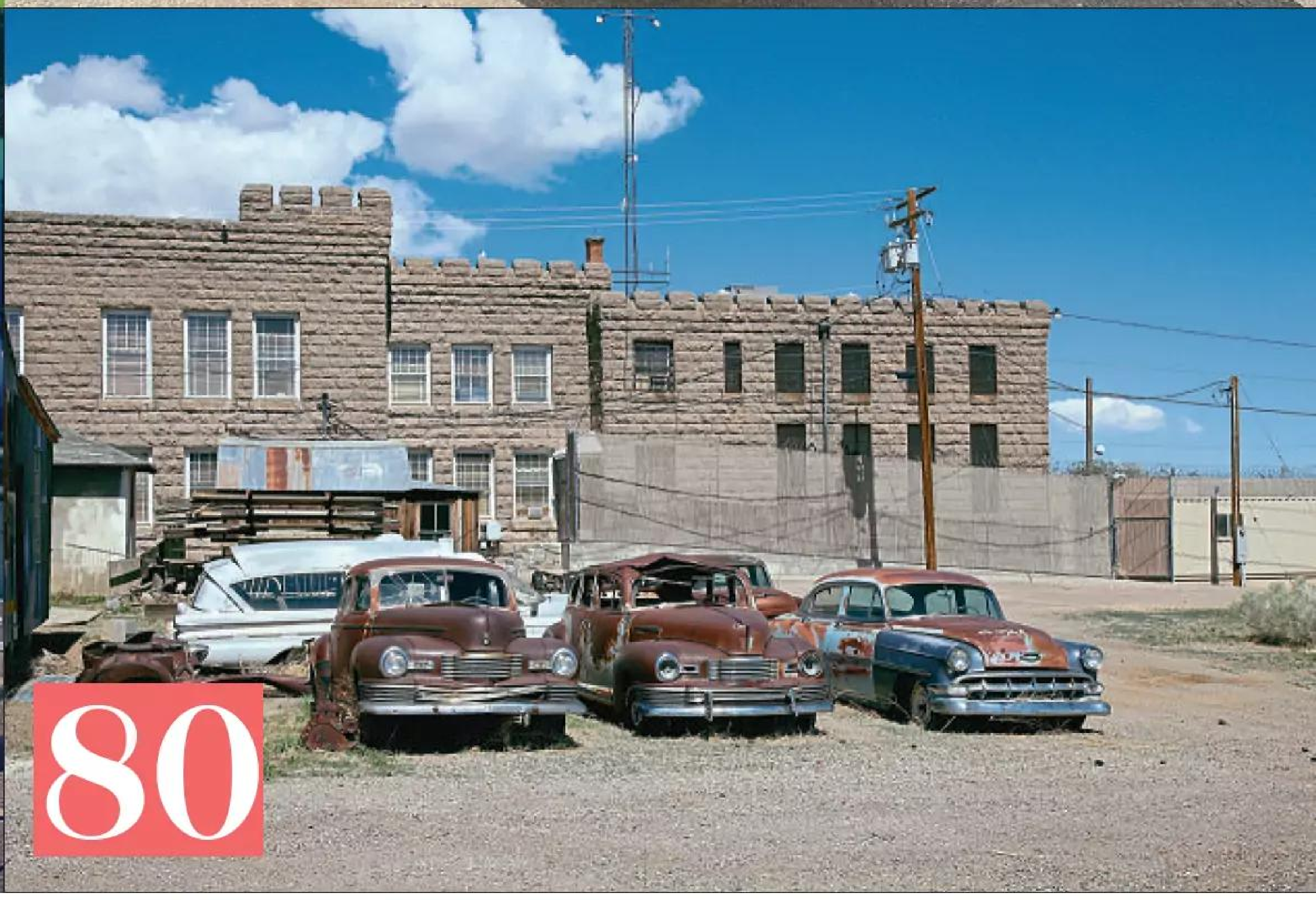

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**EDITOR**
Ben Klemenzson
bklemenzson@mortons.co.uk

**DESIGN**
Druck Media Pvt.

**CONTRIBUTORS**
Richard Coney, Huw Evans, Richard Heseltine, Des Penny, Mike Renaut, Matt Richardson, Will Shiers, Zack Stiling, Jon Cass, Steve Havelock, Jeremy Cookson, ADI Images, Jeff Koch, Christopher Tilley, John Bath, Karl Baumann

**GROUP ADVERTISING MANAGER**
Sue Keily
skeily@mortons.co.uk

**ADVERTISING**
Sarah Frisby, sarahf@talk-media.uk
Talk Media, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent ME18 6AL

**SALES AND DISTRIBUTION MANAGER**
Carl Smith

**CUSTOMER MARKETING DIRECTOR**
Kevin McCormick

**HEAD OF MARKETING (SUBSCRIPTIONS)**
Claire Aspinall

**PUBLISHING DIRECTOR**
Phil Weeden

**EDITORIAL ADDRESS**
*Classic American Magazine*, PO Box 99, Horncastle, Lincs LN9 6LZ

**WEBSITE**
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**BACK ISSUES & PRIVATE ADS**
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24hr answerphone
help@classicmagazines.co.uk
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**ARCHIVE ENQUIRIES**
Jane Skayman
jskayman@mortons.co.uk
Tel 01507 529423

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CLASSIC AMERICAN

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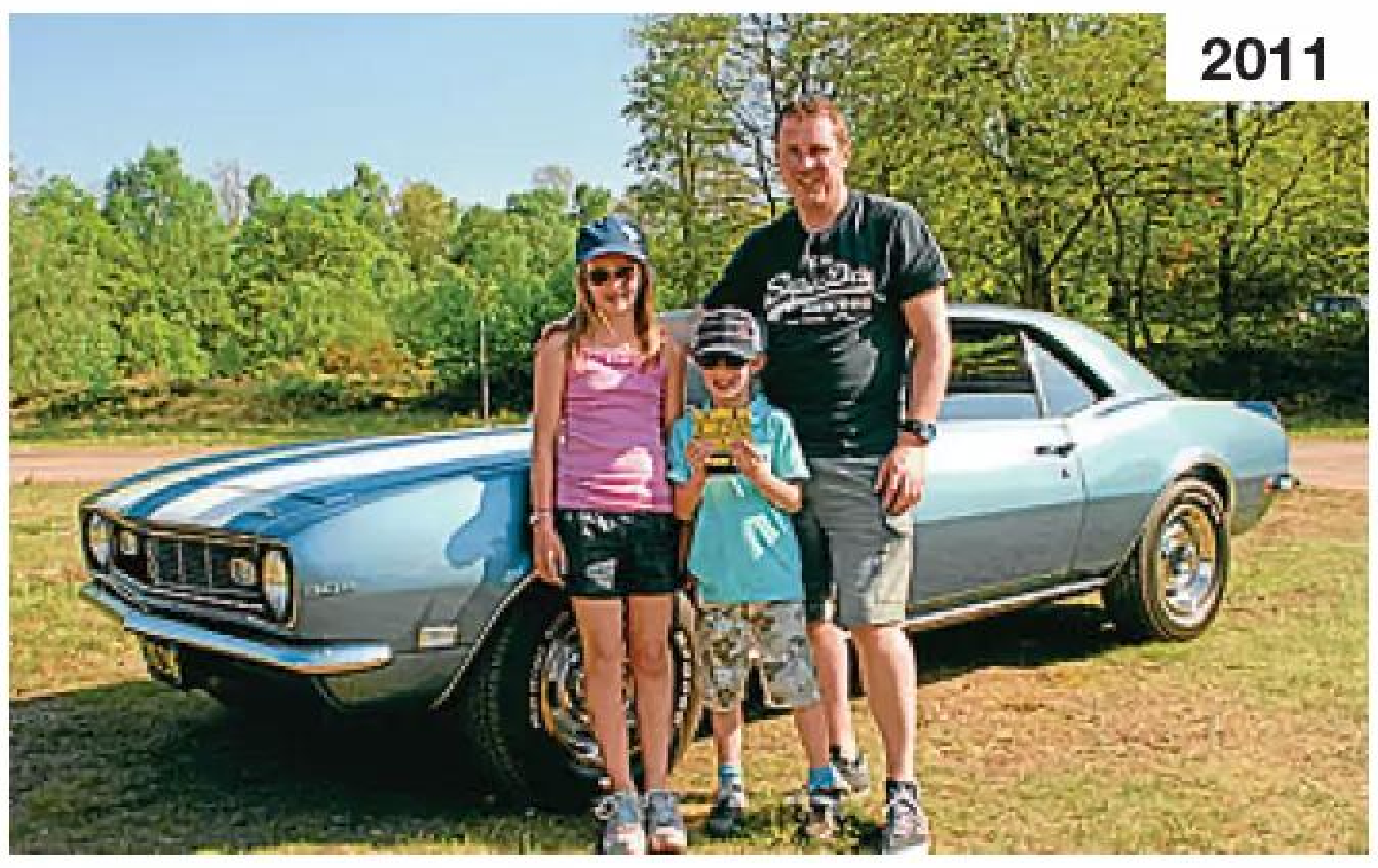
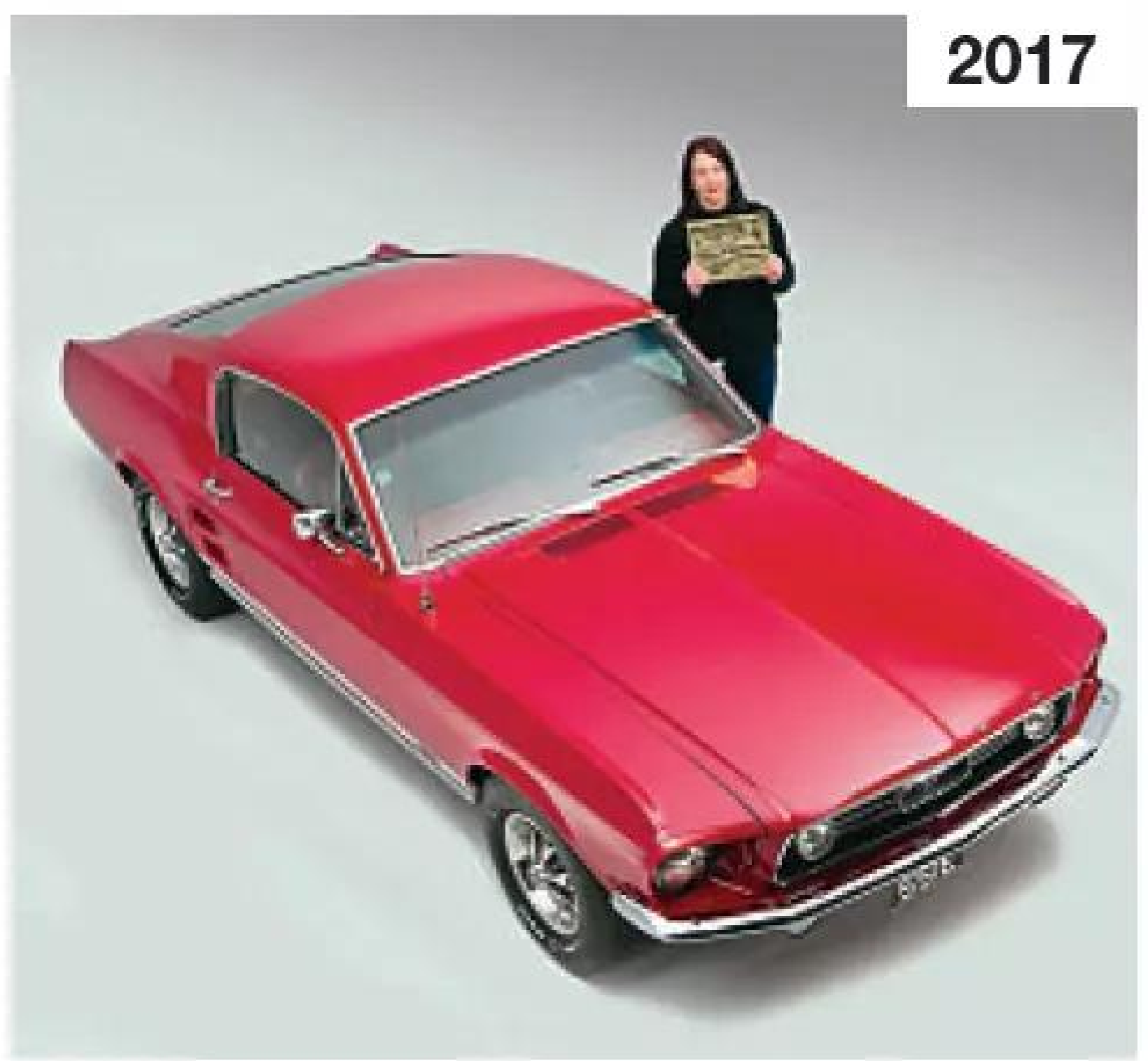
# FOUR DECADES OF CAR OF THE YEAR!

2012

2014


2011


2017

2016

2015

2019

2023

2018

2022

2024

Hard to believe it but this year's Kingstown Shipping-Vintage Tyres Car of the Year competition is the 31st running of the series. From humble beginnings in the early Nineties, sponsored by Coors beer, it's taken many formats over the years, with various sponsors and supporters. In fact, it was only Covid that put a halt to it for two years in 2020 and 2021.

However, one thing has remained constant: It's showcased the best of the American car scene in the UK consistently and has been a stalwart of the NEC Classic Motor Show, with the largest stand in the American section. This year sees six contestants duke it out for the title of Car of the Year and three independent judges will be judging the car over the weekend, with the overall winner announced on Sunday afternoon. Make sure you make time to come up to the NEC over the weekend of November 7-9th and check these beauties out and let us know which one you think should win!

KINGSTOWN SHIPPING
EST 1962
VINTAGE TYRES
FOR CARS AND BIKES FROM THE 1890s TO THE 1990s

2013

# BEST BUICK BOATTAIL?!

Pssst… Fancy owning one of the best Boattail Rivieras in the UK? (Wow, that started an argument quick!). Well, check out this bodacious beauty in the Classic American ads: It's the 1972 Buick Riviera belonging to Adam Pearce and was a car of the Year finalist a few years back, which speaks volumes about its pristine condition in itself. Adam has spent a small fortune improving, restoring and upgrading this beautiful Buick and it really has to be one of the nicest in the UK. Check it out in the classified ad pages starting on page 92…

Image: Jonathan Fleetwood.

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# EVENT REPORT

## BEAULIEU, HANTS

September 6 & 7

# Beaulieu Autojumble

Thumping Indian Cruiser.

Huge trunk on Zimmer.

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1960s Hot Rod mags. A pound each!

Bonhams Cars

1985 Zimmer Golden Spirit.

Barry White wants his car back!

Words and photography: Steve Havelock

The one thing that is guaranteed when I visit Beaulieu's International Autojumble is that I will see things that I have never seen before. This year I spotted a strange contraption that turned out to be an extremely rare engine hoist, specifically designed for a 1960s English Electric Lightning twin jet-engined fighter plane. Every home should have one. And in the Bonham's Auction, a bunch of six of what could loosely be described as 1930s Duesenberg looky-likies but with more modern 1980s underpinnings, a big V8 engine and all the bells and whistles you could wish for. There were two Clénets, two Excaliburs, a Gatsby and a Zimmer - all flamboyant, over the top, boulevard cruisers for those who want to be noticed. But they really are Marmite cars. You either love them or hate them…

David, the Bonham's specialist overseeing these cars told me "They all come from the same vendor. He put the collection together over a number of years and decided he wants to move to another country, so is now keen to sell them. They've been kept between Mayfair and Old Windsor and have always been MoT'd and maintained every year. It's rare to see one of these Neo-classic pastiche cars but to have so many of them all together to compare and contrast is a lot of fun. They have brought a lot of attention and caused a lot of conversation, some of which has been debate. If you want to drive something that evokes a pre-War art deco feeling and spirit but also be pretty sure that you will get to where you need to go, then it's going to be the perfect thing for you."

He continues "They are all hand-built and have a feeling of being well put together and good quality. They have been conceived by someone who has the vision and gumption to go out and do something fun. There's not enough of that in this world anymore. A lot of things are built by spreadsheet and data. It's a bit of a vignette into a time and place in America where things were possible and they were able to do it." He adds "The nicest one here is the two-seater 1979 Excalibur with a huge 7.4-litre V8. It's done less than 3,500 miles from new. When you look closely at it you get a sense of the build quality and time and effort put into it." I must say that the dark blue SS Series III model with lovely tan leather interior was my favourite, being smaller, better proportioned and sportier than the others with a stonking great engine.

David continued: "My personal favourite is the 1985 Zimmer Golden Spirit coupe and is

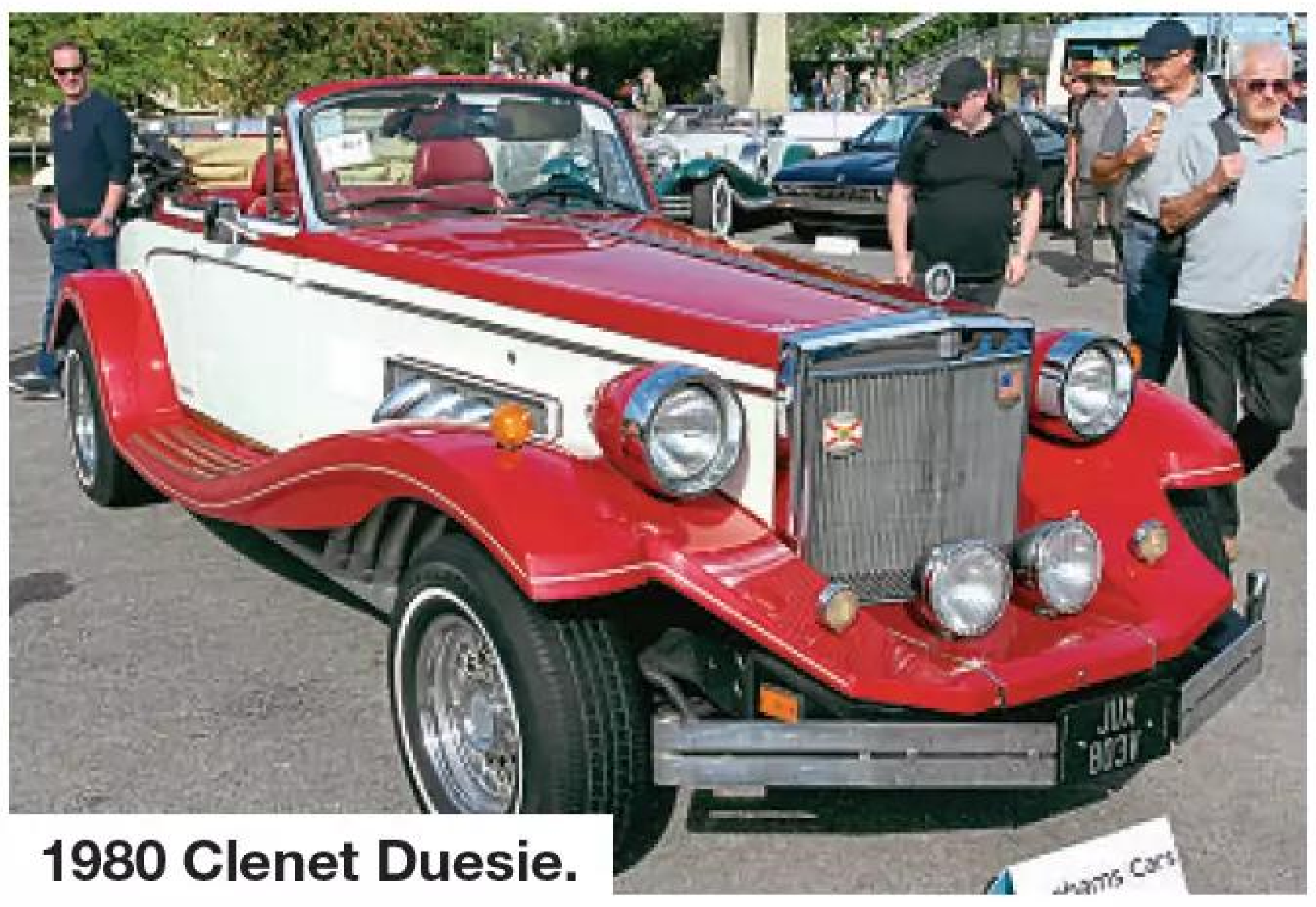
»

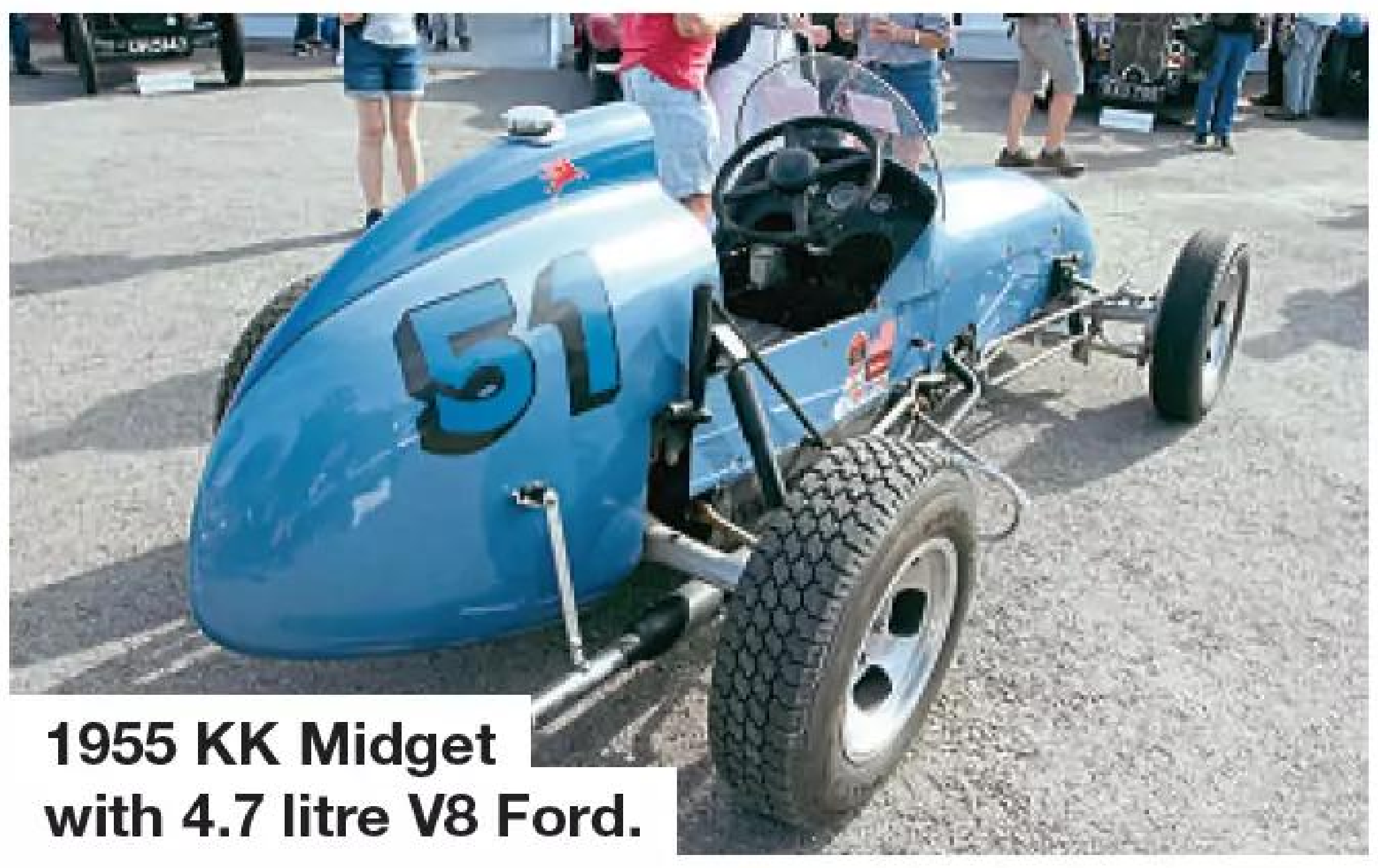
1983 Gatsby.

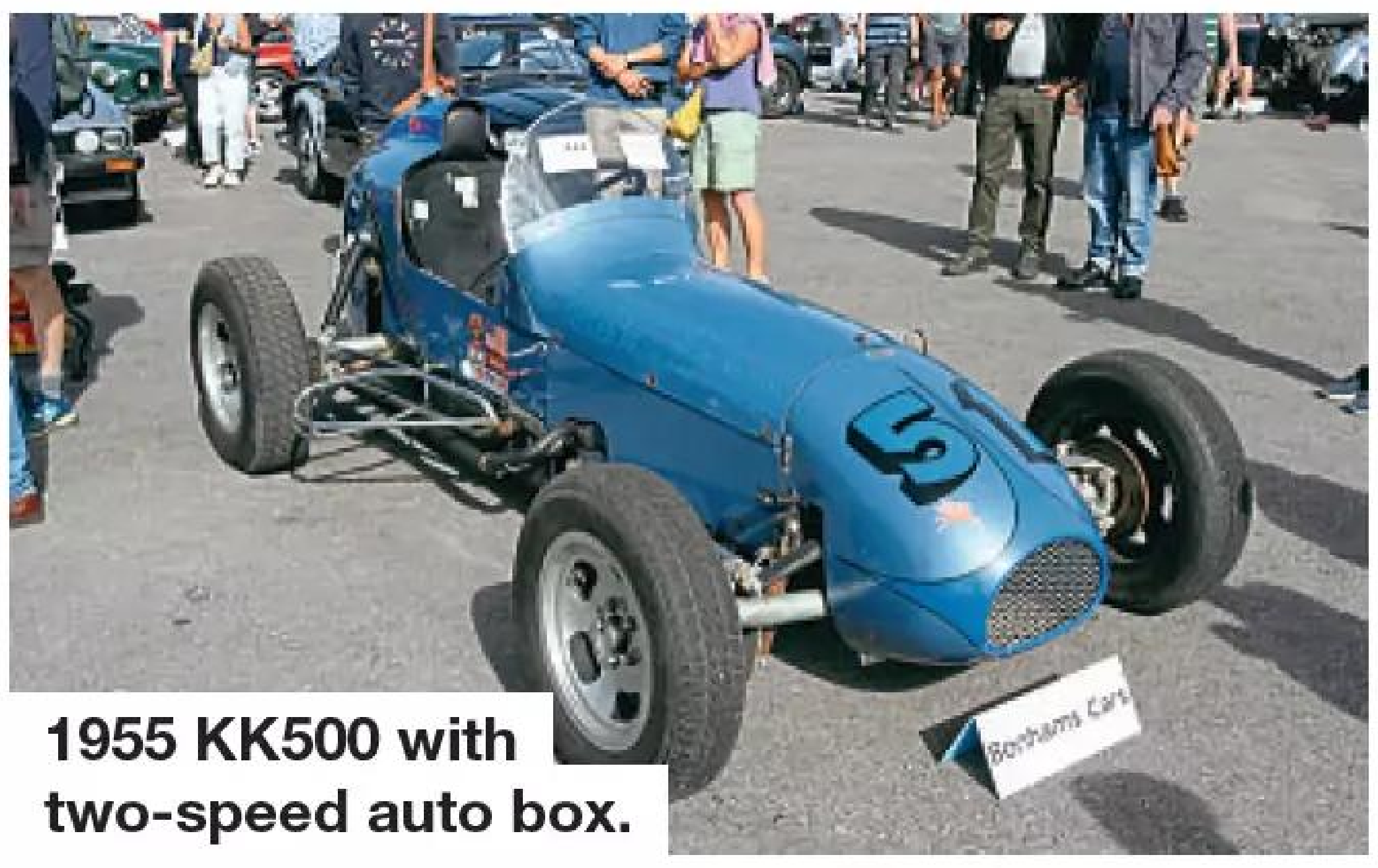
Bonhams Cars

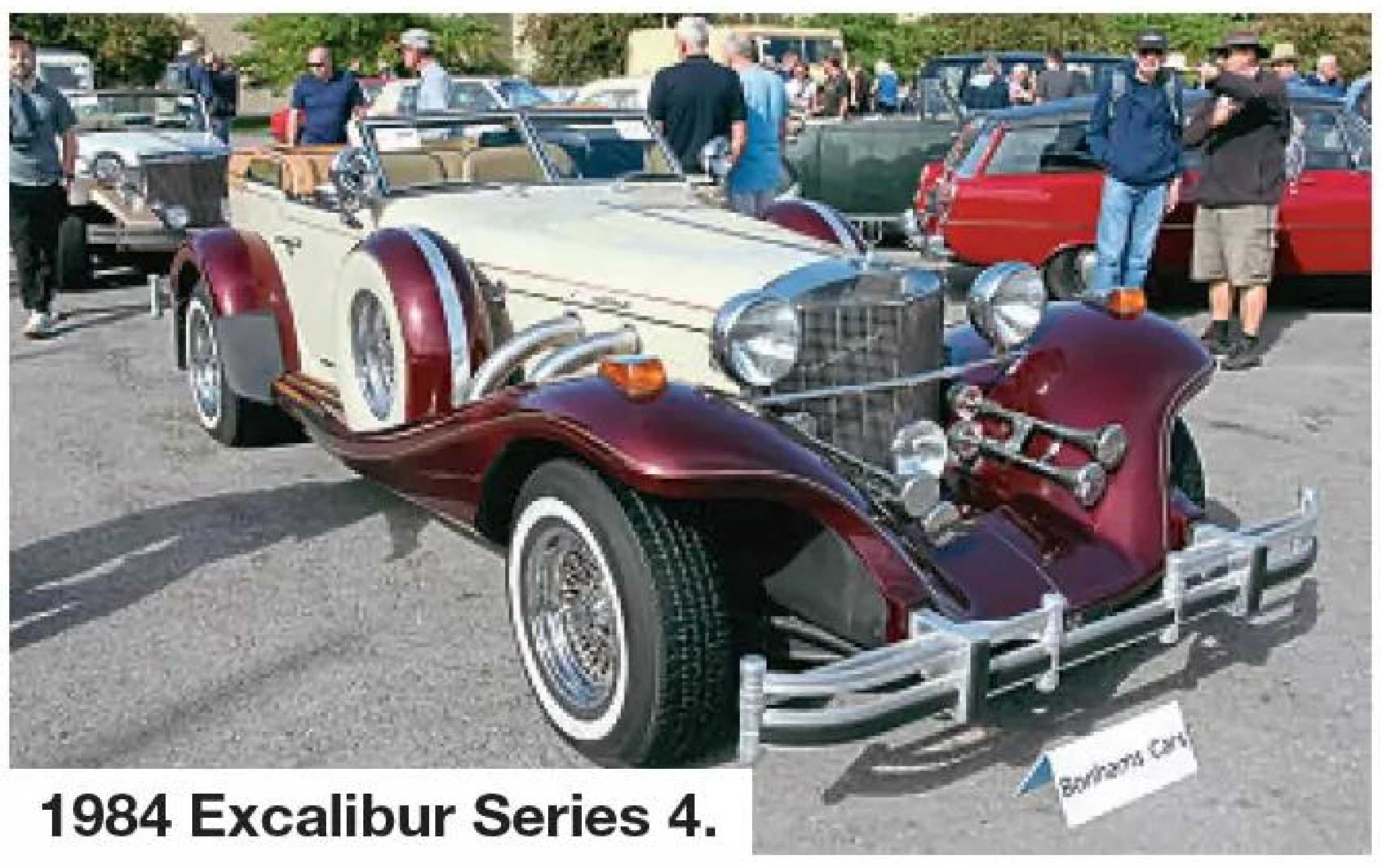
Great colour combo for 1979 Excalibur SS

Shapely 1979 Excalibur SS.


1980 Clenet Duesie.

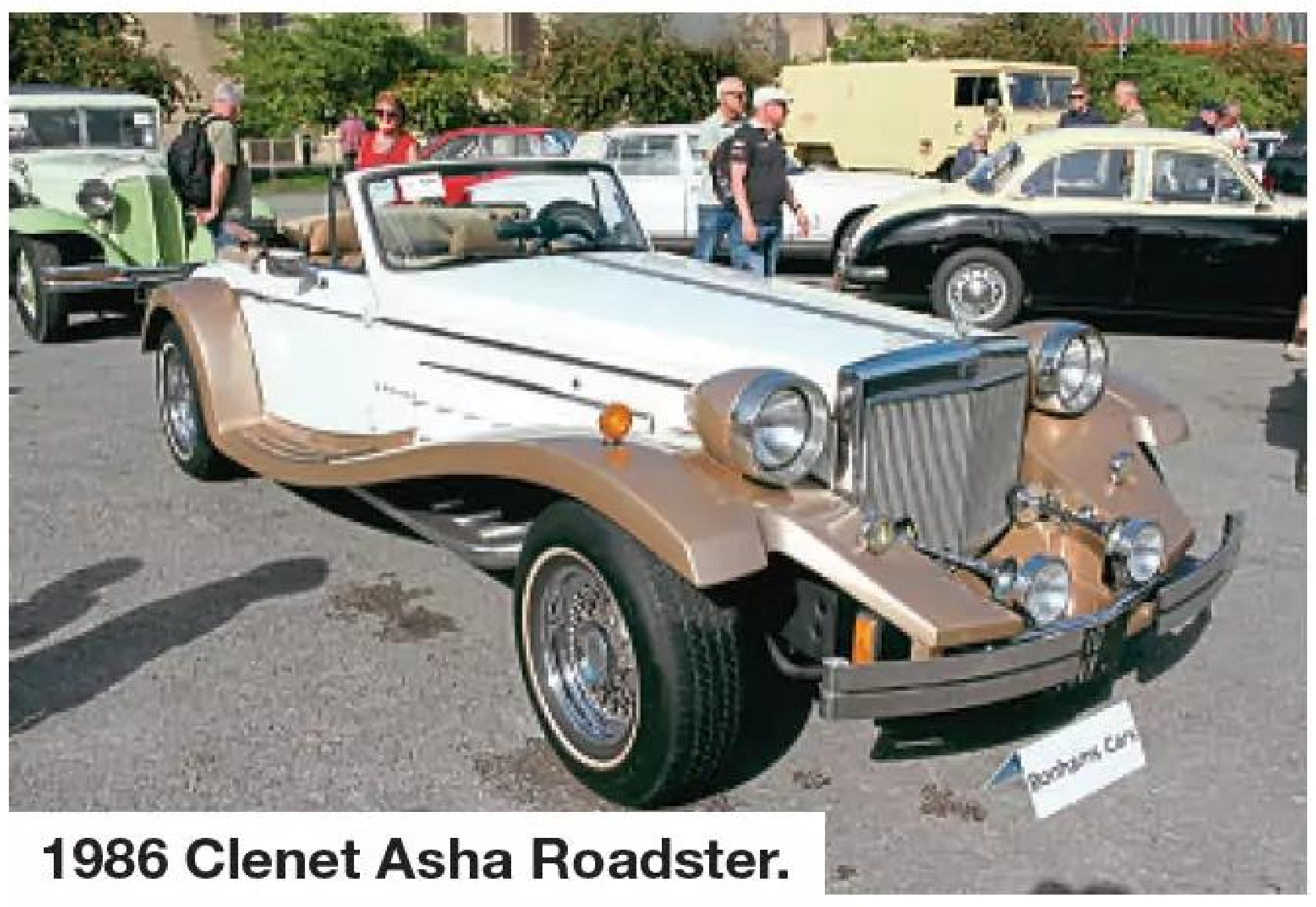

1955 KK Midget with 4.7 litre V8 Ford.

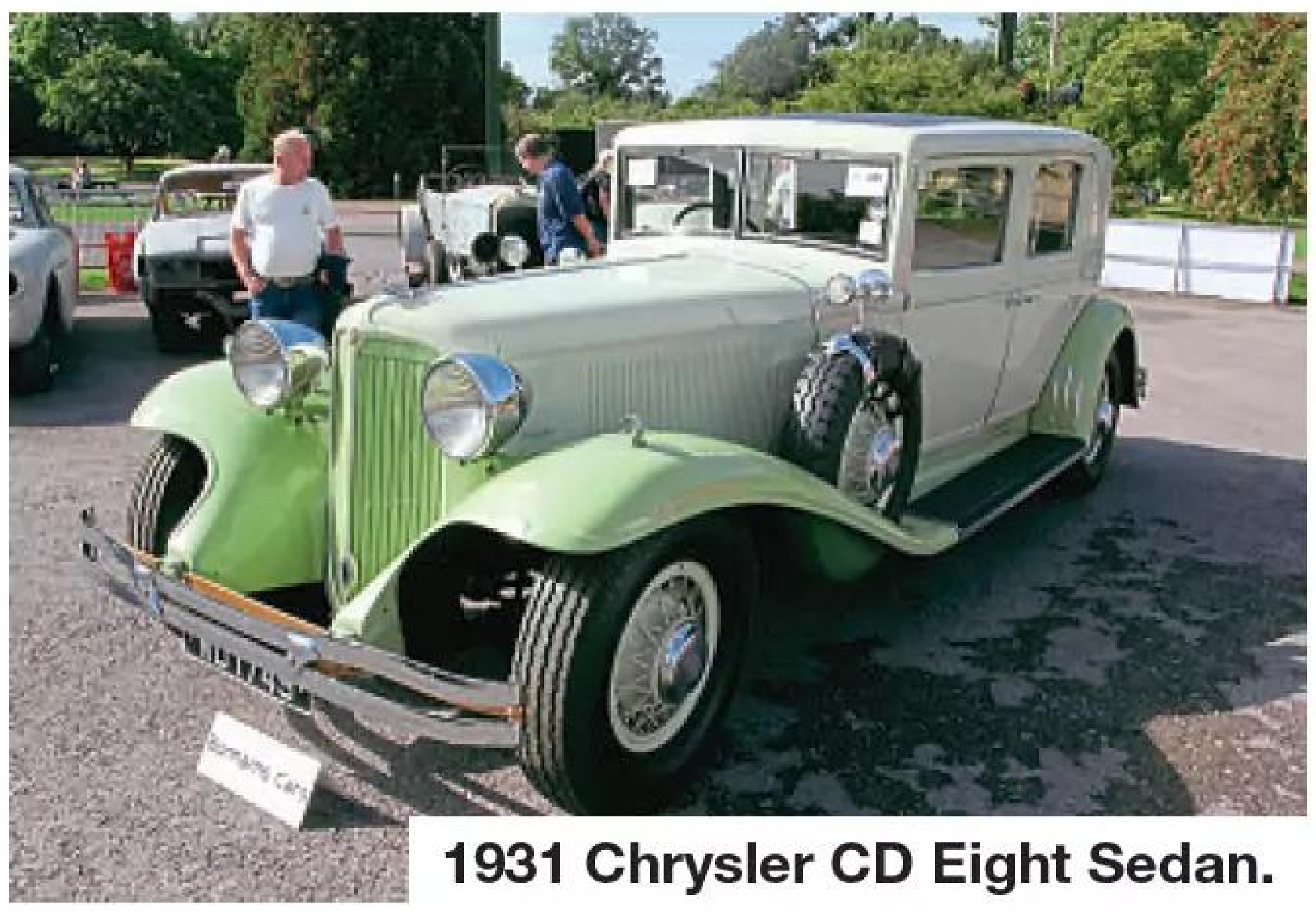

1955 KK500 with two-speed auto box.


1984 Excalibur Series 4.

actually the one I thought I would like the least." Powered by a 5.0-litre Ford Mustang engine with a 3-speed auto gearbox, it has cruise control, power-steering, air con, remote control mirrors, plush leather interior and a padded opera roof. Extrovert showman, piano playing Liberace used to drive one, complete with candelabras mounted here, there and everywhere. In a 1993 episode of Top Gear, Jeremy Clarkson said "It rather looks like he spent a million pounds on the thing. At Woolworths." He then stuck the knife in further by adding "It really is as nasty to drive as it is to look at." Clearly not a fan then…

Military Police Jeep pedal car.

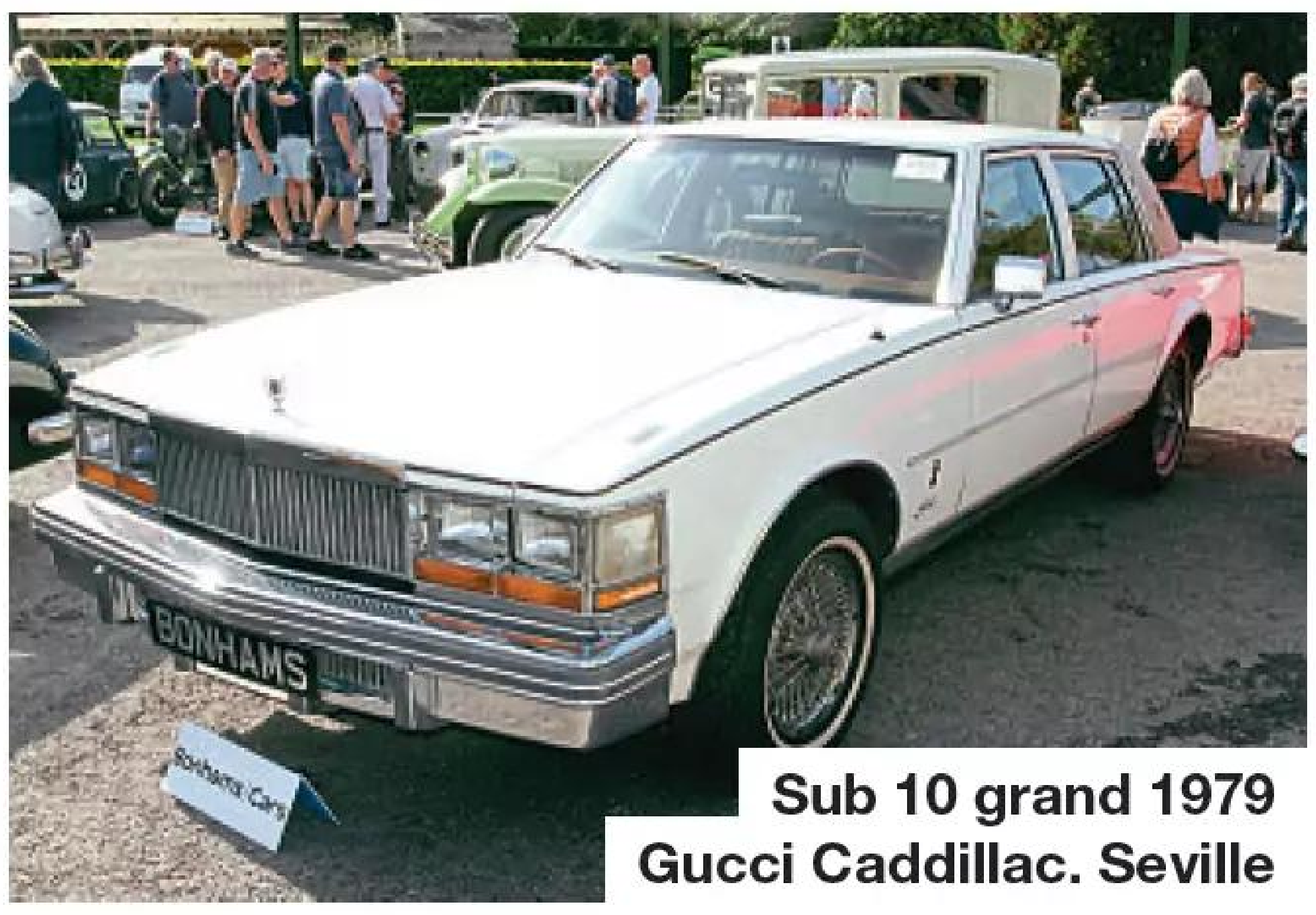

1986 Clenet Asha Roadster.

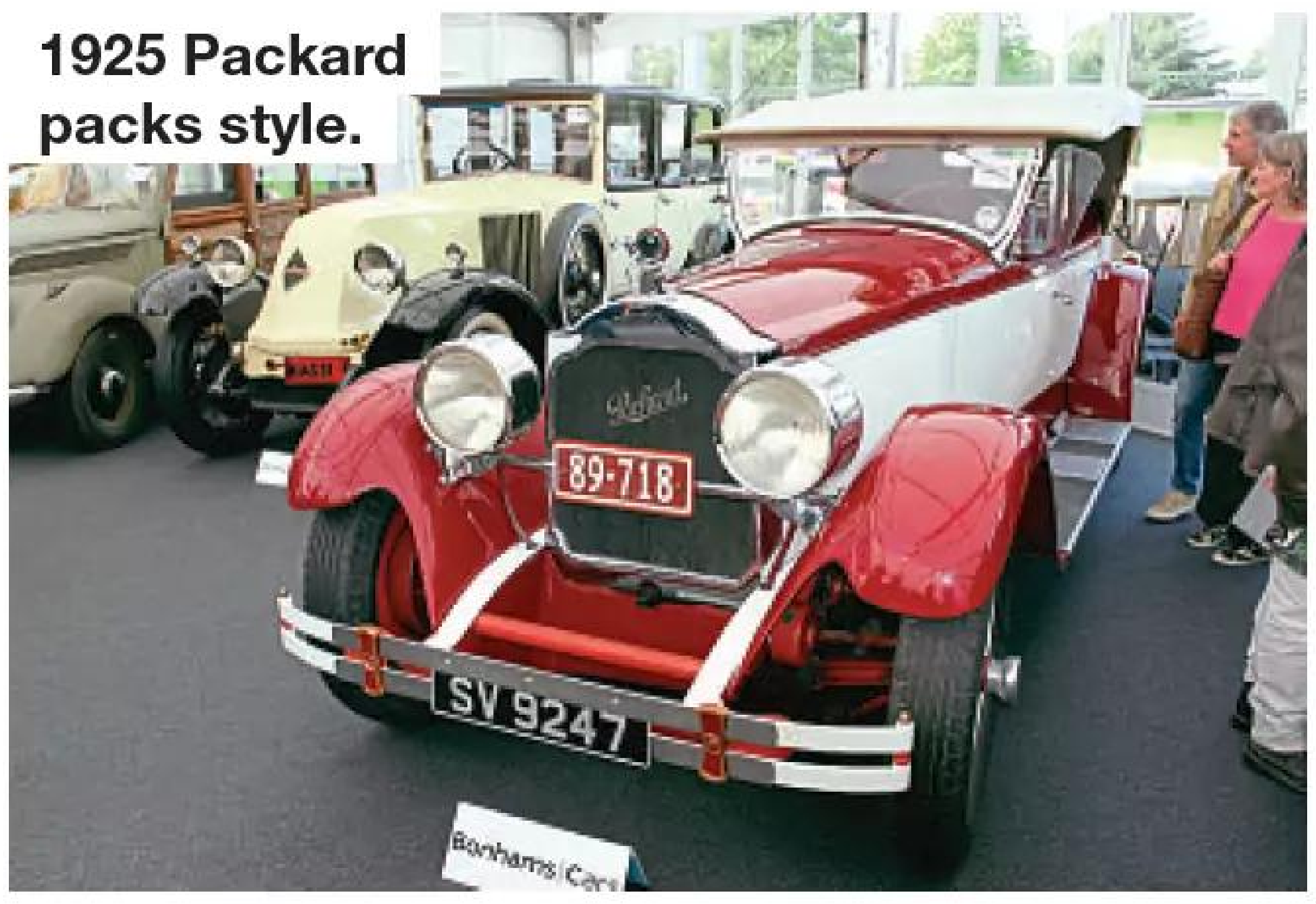

1931 Chrysler CD Eight Sedan.

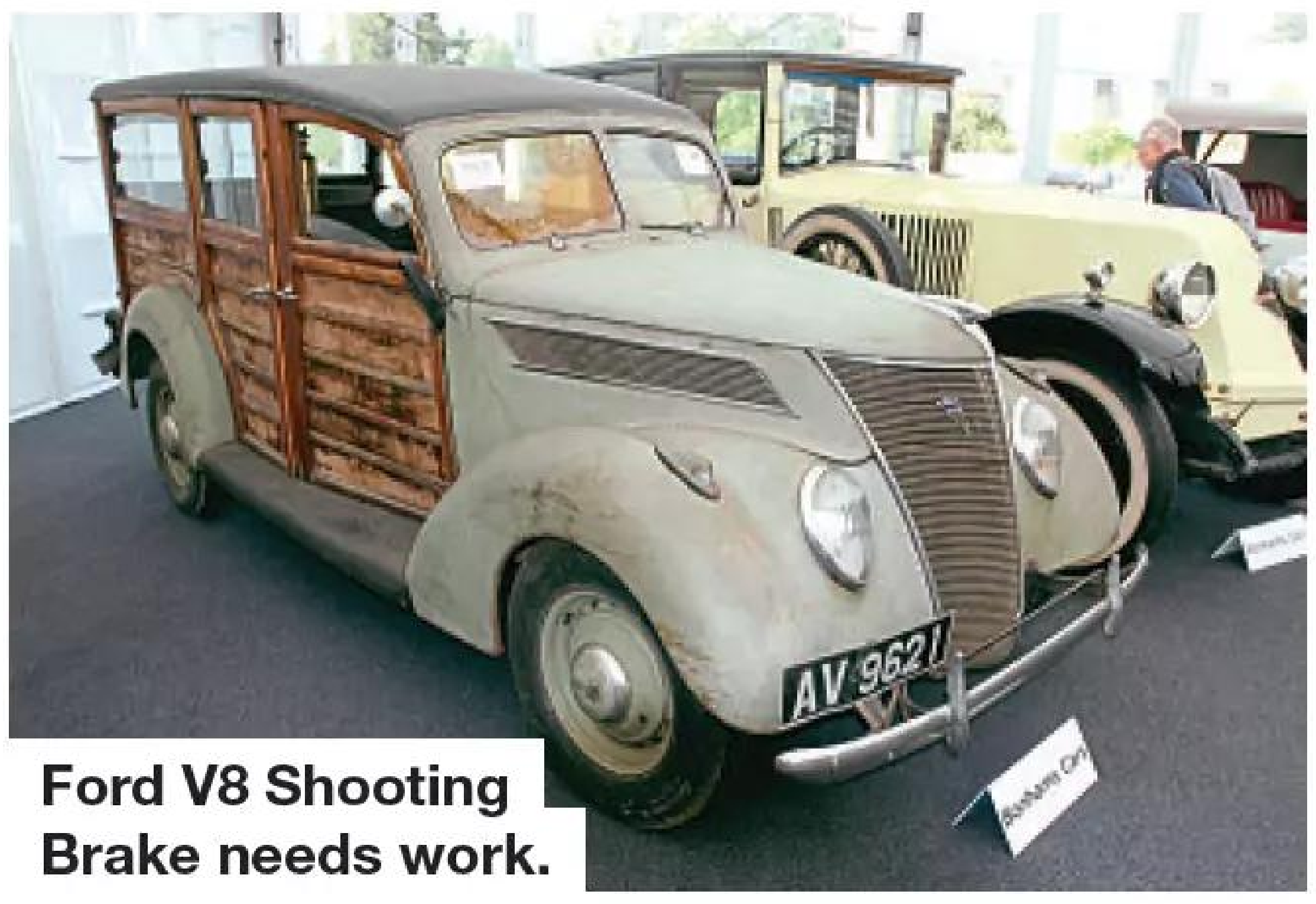
My least favourite was a red and white 1980 Clénet two plus two cabriolet "Duesey." It just looked so wrong from every angle. I overheard a lady standing next to me say "It looks like they found the most horrible things on other cars and put them all on this one!" I had not seen a Gatsby before which is hardly surprising as just 250 of this model were made, this being No. 64, with just 11,000 miles on the clock. It looked a million dollars in green and white with white interior, whitewall tyres, chromed spare wheel covers, triple stack chrome bumpers and rear luggage rack and yet in spite of a paltry guide price of £17,000 - £22,000 it did not sell. The Zimmer only fetched £13,225, the above mentioned Clénet £19,550 and my favourite, the sporty Excalibur, £24,150. None of them are exactly practical, but for a bit of weekend fun and glamour, all were terrific value.

I drew an interesting comparison between two "shooting brakes". Bonhams were offering a UK-built right-hand drive 1937 Ford V8 originally owned by HRH Princess Arthur of Connaught, granddaughter of HM King Edward VII, which pottered about on shooting estates in Scotland before finding its way into Beaulieu's National Motor Museum in 1982. In need of restoration, it sold for a not inconsiderable £27,600. Then, in the Automart, I found a great looking 1947 Alvis TA14 shooting brake, originally bodied by Jensen and then re-bodied in 1963. Cosmetically it looked as rough as rough can be, but upon closer inspection, the woodwork and chassis were as solid as a rock. The vendor, owner of several Alvises, said it drove ok. He only wanted £5,000 for it which I thought was great value, especially compared to the Ford…

1979 Gucci Caddy needs help!


Sub 10 grand 1979 Gucci Caddillac. Seville


1925 Packard packs style.


Ford V8 Shooting Brake needs work.

Colourful pedal cars.

A very classy silver and blue 1938 Packard Super Eight Limousine had an interesting history having been an Embassy car in London and then requisitioned by MI5 for service at code breaking Bletchley Park. It struck me as very usable and sold for just £10,925. Another snip was an

»

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Mega expensive Studebaker sign.

Loved these Esso tiger globes.

Bargain Mustang model plane.

Cooper
TIRES
AMERICAN TIRES
Cardboard Cooper tires sign was steep £85.

Stylish 1938 Packard Super Eight limo.

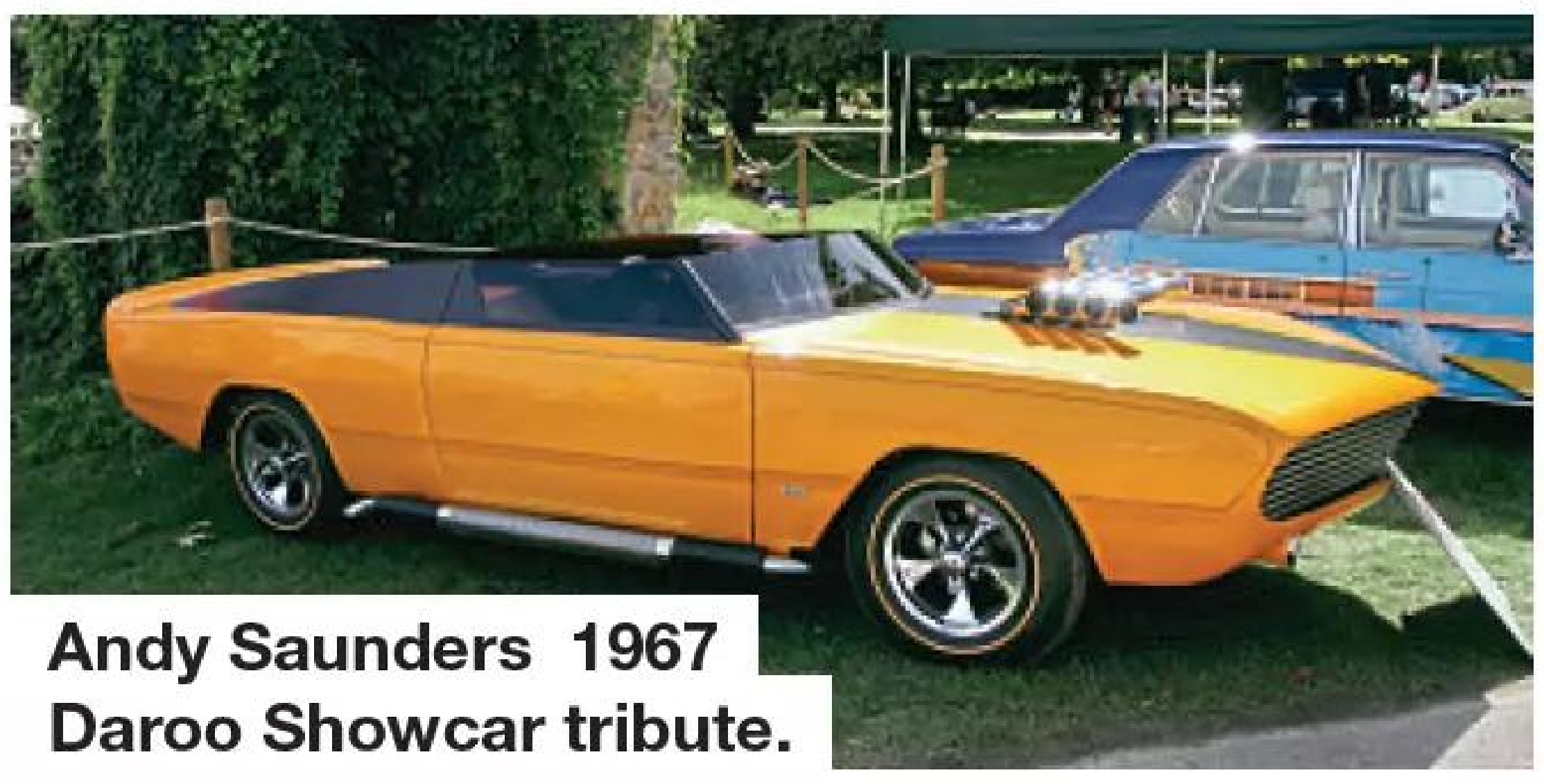
1938 Handsome McLoughlin Buick Series 40 for £18,500.

OMO white Corvette in Classic carpark.

Classic carpark Mustang stunner.

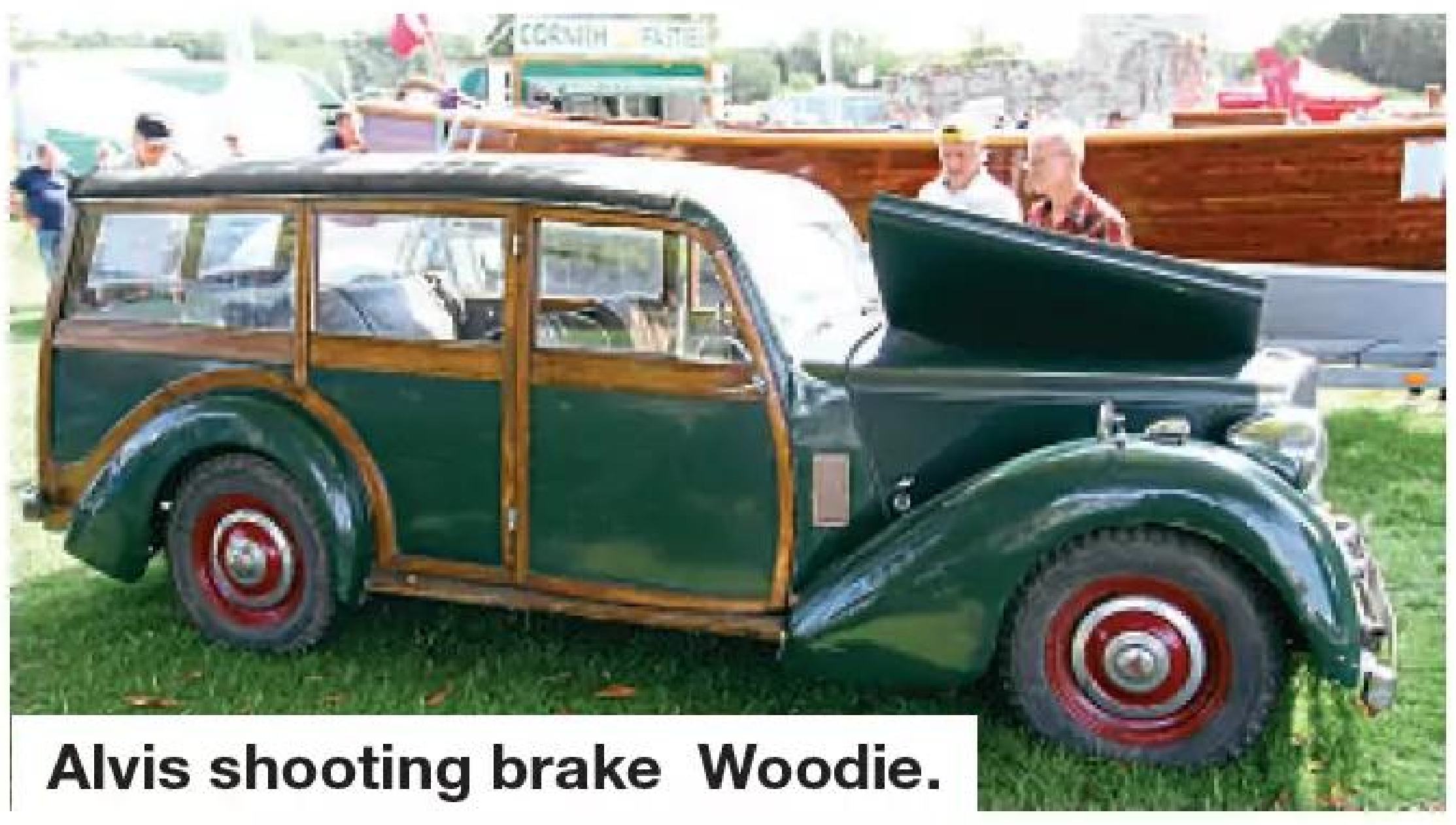
Hot Wheels anyone.

The Great Gatsby. Apparently.

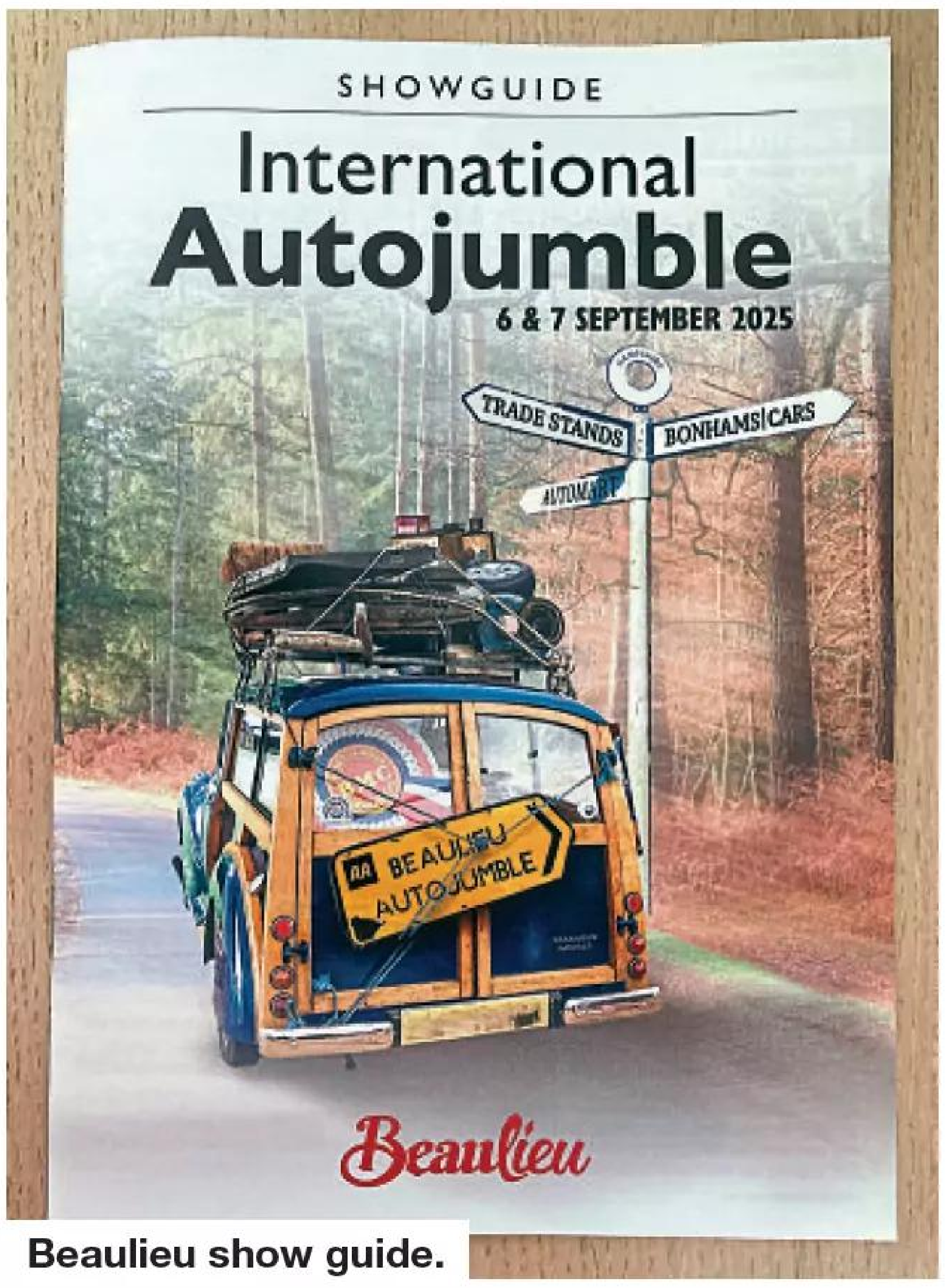

Andy Saunders 1967 Daroo Showcar tribute.

Stylish Mustang in classic carpark.

Model 1957 Chev for 12 pounds.


Alvis shooting brake Woodie.

Pricey 1911 Maxwell AB Twin cylinder.


SHOWGUIDE

International Autojumble

6 & 7 SEPTEMBER 2025

Beaulieu

Beaulieu show guide.

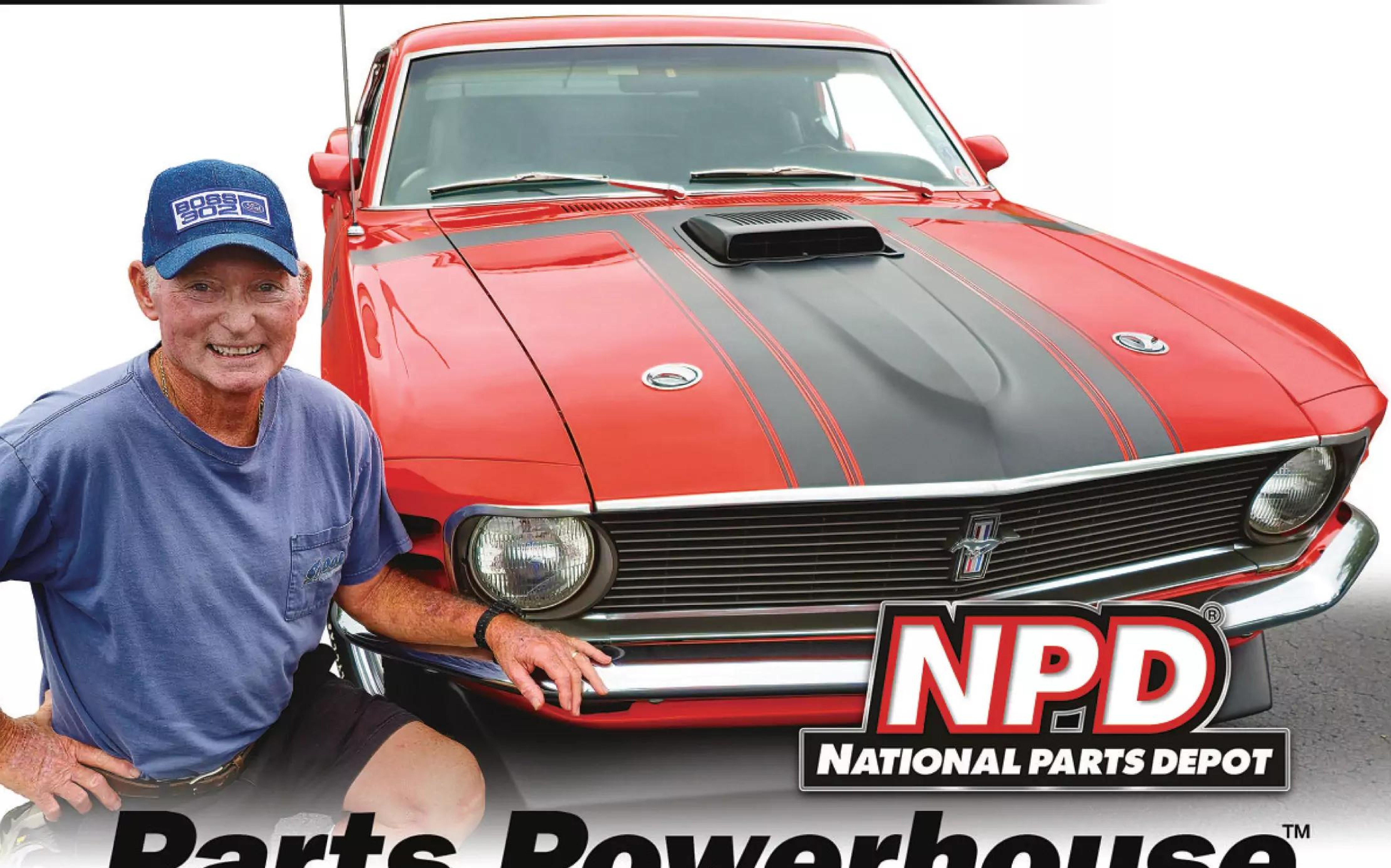
imposing apple green, right-hand drive, 1931 Chrysler CD Eight Sedan. Believed to be a UK car from new, it came with a guide price of £30,000 -£35,000 but hammered down at just £14,950. Likewise, a stunning 1925 Packard Eight Series 236 Sport Phaeton with an estimate of £40,000 - £50,000 only fetched £26,450.

I guess it's a case of "who wants them and what do you do with them?" That said, an immaculately restored but totally impractical 1911 Maxwell AB twin cylinder was up for sale by a dealer for £19,950. Good luck with that. Somewhat more user friendly and comfortable was a glitzy white and tan 1979 Cadillac Seville Gucci Edition Sedan. Sadly, this example was rather like an over the hill, fading movie star and had seen better days. In my view, special edition cars like this only look good if in pristine condition and this wasn't which was reflected in its £9775 sale price.

An added attraction this year was the classic car park where you could show off your pride and joy in a prime position next to the central arena. That saved the hike from the public car parks.

Among the memorabilia I was amazed by the £2,176 paid for a smallish 61cm x 51cm enamel Studebaker Service sign. It seemed a lot to me, so someone clearly wanted it. I blame Henry Cole. Now, old Hot Rod magazines at £1 each or a large 1/8th scale remote control Mustang plane for £153 I could understand. As always at Beaulieu, I'm sure that there was something for everyone. If only you could find it!. ★

"I have been buying parts from National Parts Depot since the early '80s for this Boss and other Mustangs. I've always been able to count on NPD!" - David S.



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## American Super Stock latest!

# IS IT JUST CHILES PLAY!

**Words:** Jeremy Cookson **Photography:** ADI Images

Following the euphoria that was Street Weekend, the American Super Stock series reached its mid-season peak at Melbourne Raceway's celebration of all things jet propelled - Jet Fest!

**Hard charger and round winner Lee Chiles 'Child's Play' Plymouth (Image Fiona Kerr).**

**Lee Chiles Plymouth Valiant powers its way from the lights in hard fashion.**

**The Belvedere of Vic Parsons lays down some rubber prior to round one.**

**Championship leader Craig Elliott's straight and true Plymouth Savoy.**

**Great to welcome back Boz and the 'Spirit of Sixty Six' Coronet.**

With a field of nine highly motivated stockers, the series welcomed back Andrew 'Boz' Bosomworth with his period-painted '66 Dodge Coronet 'Spirit of Sixty Six'. Packing a 500cu in stroked big block, Boz was instantly back in the groove by qualifying the Studio Dodge sixth, with a 6.762s against his 6.70 dial in time.

But, yet again no one could stop the big red express in the form of Craig Elliott's championship leading 493cu in big block Plymouth Savoy. Dialling in a 7.29, Craig ran a tenth over with a 7.300s. Second was Jared Heathcote's 'play-on-words' Bloody Nova' Nova. Sporting a mild(ish) 357 small block, Jared dialled a 7.95 and ran close with a 7.964s. One place below was the series' other Chevy Nova 'Deathtrap' of Glynn Dunford's whose 540cu in big block put down a useful sounding 6.920.

With the field set, eliminations began with 'W's appearing in the win boxes for Craig Elliott (lucky dog bye), Tyler Smith, Boz and Vic Parsons. Number six qualifier Lee Chiles opened his account against Glynn's Nova. In fact, Glynn was the only driver to experience the breakout rule by running under his 7.04 dial with a quicker 7.029s against Lee's Plymouth. Here, Lee bagged the second quickest reaction time of the round with a .069 to stay on the right side of his 6.60 dial with a 6.679s.

As the quarter finals lined up, the lone lucky dog bye of the round fell in favour of Boz's 'Spirit of Sixty Six' Coronet which held a 6.767second on a 6.70 dial coupled to a useful .098 RT (reaction time). Also homing in on the RT band wagon was Chiles. His right foot twitched to a quick reacting .062 over Vic's 0.178. But as the distance began to close, the red Belvedere of Parsons began to step out of line, not once, but twice as Lee crossed the stripe ahead; 7.195 to 8.588s.

However, that's not the story from the round. That belonged to Tyler Smith's Mustang GT who not only slapped a .109 RT over Craig Elliott's .411, but also held the advantage to cross the line first taking out the points leader on a 'holeshot' start, 7.461s to a closing 7.386s.

With Chiles gaining the 'lucky dog' into the final that left Tyler and Boz to battle for the remaining place. This in the end was also won on a faster reaction of 0.40 and a 6.849 to Tyler's game 7.474s.

»

## A/SS Championship Points standings

1. SS164 Craig Elliott - 299 pts
2. SS297 Tyler Smith – 270
3. SS87 Lee Chiles - 230
4. SS493 Howard Holmes - 203
5. SS984 Alan Feasby - 171
6. SS47 Jared Heathcote - 159
7. SS289 Sarah Unsworth - 147
8. SS165 Hollie Ray Chandler - 128
9. SS468 Glynn Dunford – 111
10. SS475 Vic Parsons - 100
11. SS349 Andrew Bosomworth - 79
12. SS69 Mark Savage - 55
13. SS99 Andy Crolla - 45
14. SS494 Nick Martin - 43
15. SS601 Alan Platt – 43
16. SS 32 Hol – 42
17. SS55 Nick Gunby - 42

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The Savage Garage Dodge D100 haulin' the mail for the Mopar Dog.

The Chevy LS powered Ford Mustang of rookie Tyler Smith.

Hollie Rae Chandler's 'Dinky' Dodge Dart stocker.

Jared Heathcote's 'Bloody Nova' Nova sports a multitude of racing decals.

Glynn Dunford's 'Deathtrap' Nova gets a cooling down period.

So, with the final set it was all down to reactions and possibly breakouts! We had the reactions alright, but no breakouts as Lee stayed on the winning side of his dial in of 6.45 to out drag Boz. In the end a 6.664s was just enough to cover a 6.773s to put the five time series champ back in the winner's circle one more time. ★

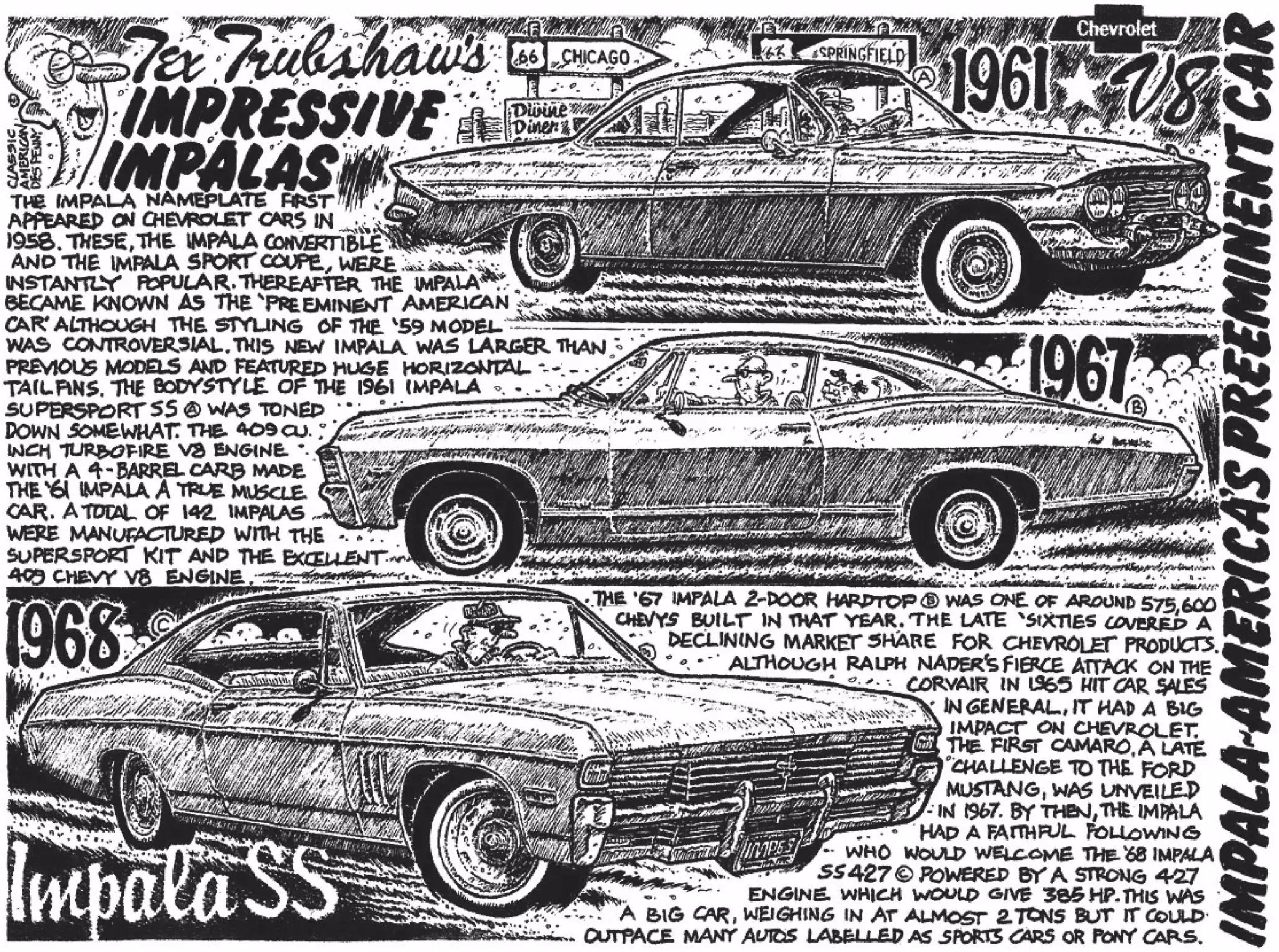
A/SS is grateful to: Down to Earth Auto Electrics, DC's Hot Rod & Harley's Ace American Autos, Billadeau Speed & Automotive, Renegade Racing Fuels, John Sleath Race Cars Ltd, Engine Data Analysis and Goodale American Speedshop for their support and sponsorship.

**A/SS Rd 4 Race Stats**

Low ET of the Meet: Lee Chiles 6.401s (Semi Final)

Top Speed of the Meet: Lee Chiles 110.27 (Qualifying)

**Quickest Reaction: Lee Chiles 0.026**



THE IMPALA NAMEPLATE FIRST APPEARED ON CHEVROLET CARS IN 1958. THESE, THE IMPALA CONVERTIBLE AND THE IMPALA SPORT COUPE, WERE INSTANTLY POPULAR. THEREAFTER THE IMPALA BECAME KNOWN AS THE 'PREEMINENT AMERICAN CAR' ALTHOUGH THE STYLING OF THE '59 MODEL WAS CONTROVERSIAL. THIS NEW IMPALA WAS LARGER THAN PREVIOUS MODELS AND FEATURED HUGE HORIZONTAL TAILFINS. THE BODYSTYLE OF THE 1961 IMPALA SUPERSPORT SS Ⓐ WAS TONED DOWN SOMEWHAT. THE 409 CU. INCH TURBOFIRE V8 ENGINE WITH A 4-BARREL CARB MADE THE '61 IMPALA A TRUE MUSCLE CAR. A TOTAL OF 142 IMPALAS WERE MANUFACTURED WITH THE SUPERSPORT KIT AND THE EXCELLENT 409 CHEVY V8 ENGINE.

THE '67 IMPALA 2-DOOR HARDTOP Ⓑ WAS ONE OF AROUND 575,600 CHEVYS BUILT IN THAT YEAR. THE LATE 'SIXTIES COVERED A DECLINING MARKET SHARE FOR CHEVROLET PRODUCTS. ALTHOUGH RALPH NADER'S FIERCE ATTACK ON THE CORVAIR IN 1965 HIT CAR SALES IN GENERAL, IT HAD A BIG IMPACT ON CHEVROLET. THE FIRST CAMARO, A LATE CHALLENGE TO THE FORD MUSTANG, WAS UNVEILED IN 1967. BY THEN, THE IMPALA HAD A FAITHFUL FOLLOWING WHO WOULD WELCOME THE '68 IMPALA SS427 © POWERED BY A STRONG 427 ENGINE WHICH WOULD GIVE 385 HP. THIS WAS A BIG CAR, WEIGHING IN AT ALMOST 2 TONS BUT IT COULD OUTPACE MANY AUTOS LABELLED AS SPORTS CARS OR PONY CARS.

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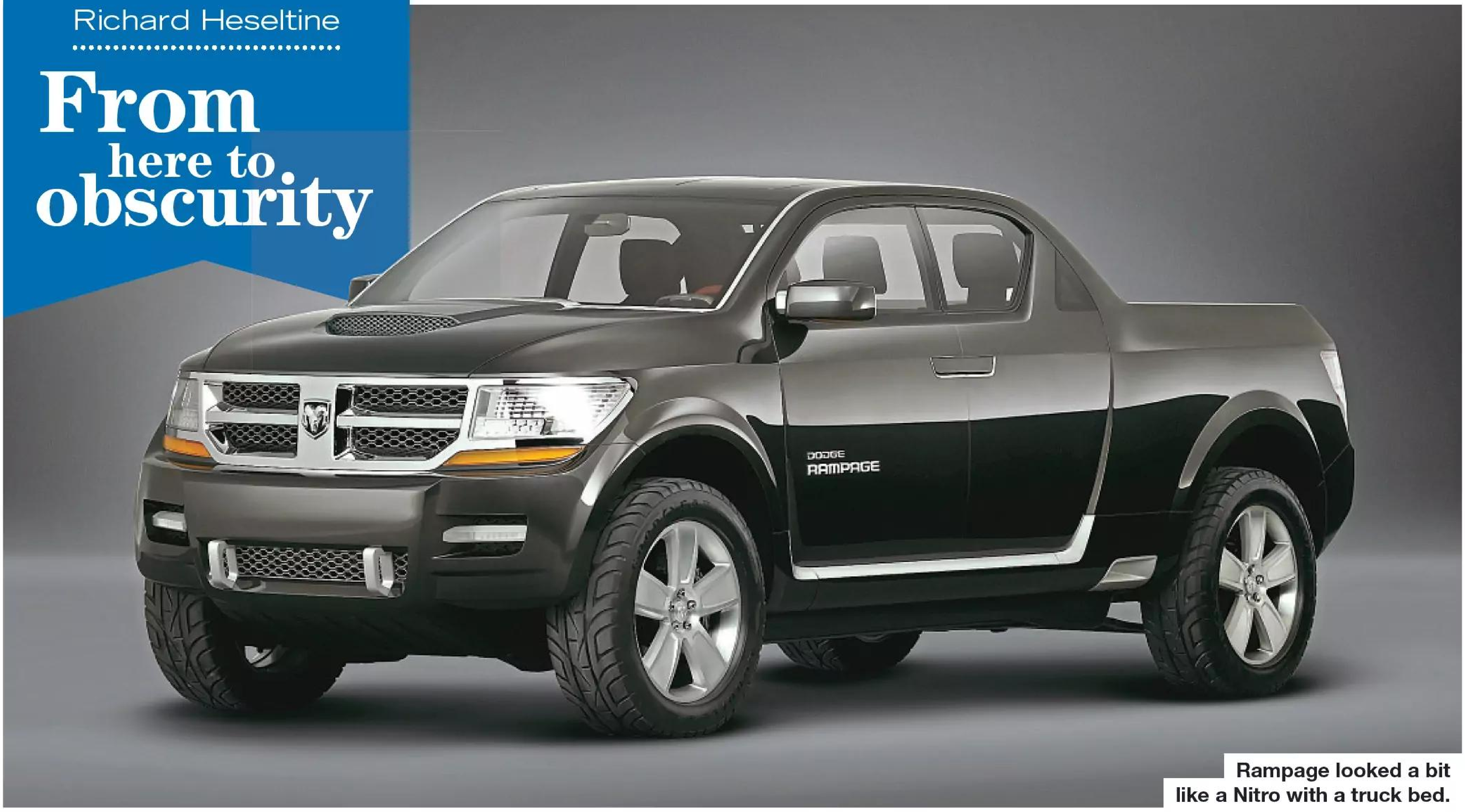
## From here to obscurity



**Rampage looked a bit like a Nitro with a truck bed.**

# Dodge Rampage

### What do you get when you cross a truck with a car? Well, if you thought Ford and Chevy answered that question with the Ranchero and El Camino 65 years ago, think again – Dodge decided to try and reheat that idea with their 2006 Rampage concept…

This behemoth is less than 20 years old but already consigned to history's dustbin. While it borrowed the name from a 1980s car-cum-minitruck, this was a different beast entirely. The Rampage predicted the coupé/crossover styling treatment that, for better or worse, has latterly become omnipresent across the board. What it lacked in architectural grace, it more than made up for in size. You really couldn't miss this 2006 show car, er, truck. It was nothing if not noticeable. That was rather the point of the exercise.

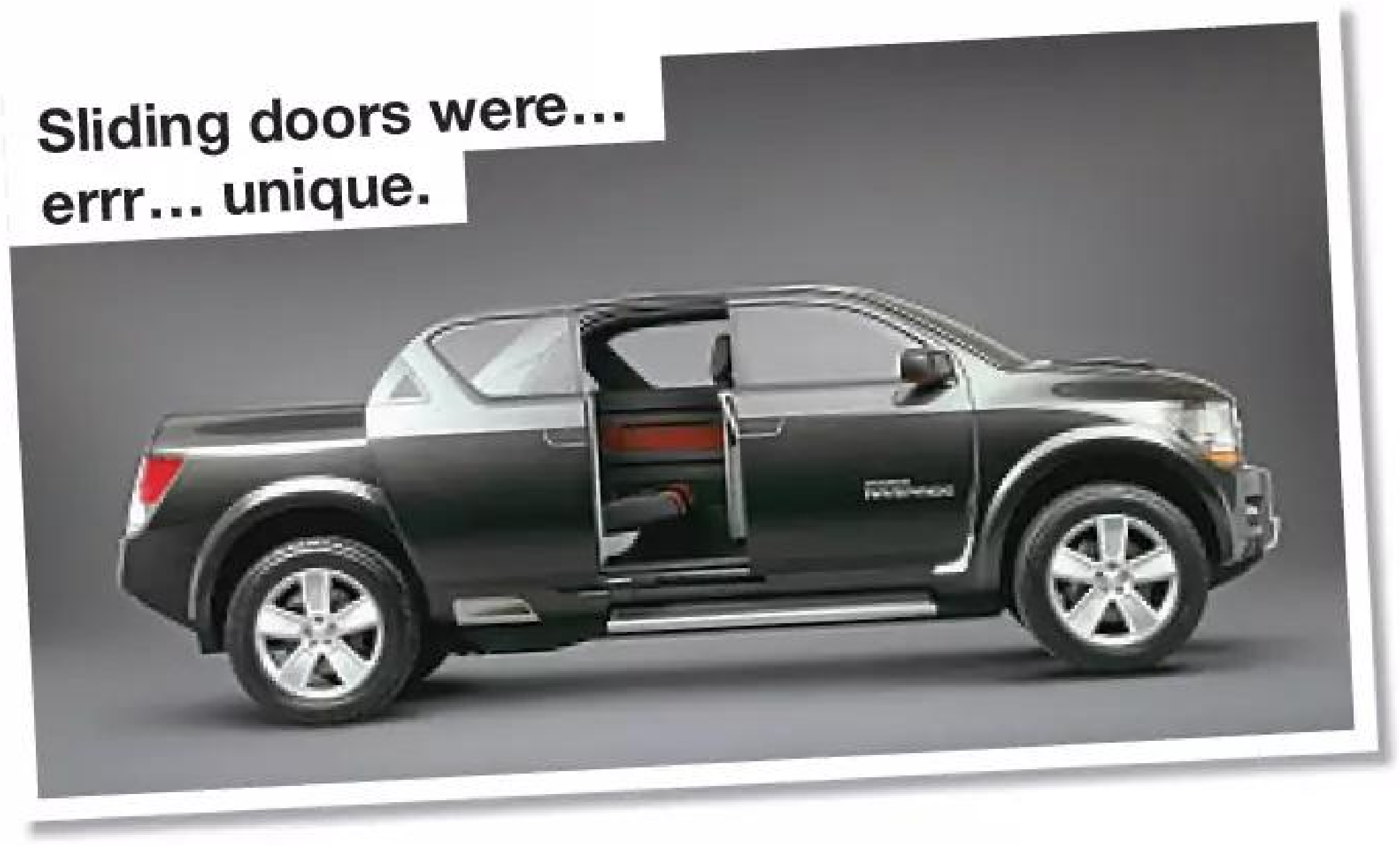
First seen at that year's Chicago Auto Show, nothing about the Rampage was in the realm of the ordinary. For starters, despite being dimensionally similar to the large, mainstream RAM pick-up, the Rampage was front-wheel drive. This was in keeping, given that this pick-up was aimed at people who wanted the practicality of a pick-up but wouldn't normally buy one; the sort of people who usually drove a minivan. According to the car's exterior stylist, Scott Krigger: "The Rampage was designed as a truck for people who aren't into trucks; more of a non-traditional truck buyer.' Quite.

Think of the Rampage as being a truck-shaped car and you would be on the right lines. Unlike your customary production pick-up, this one was of unitary construction. It also had independent rear suspension, plus four doors, but no dividing pillar. Just to heap on the minivan references, the rear doors weren't hinged in traditional fashion. Instead, they slid back on rails. In keeping with Chrysler's tagline for its minivans, "Stow 'n' Go" system, the Rampage similarly had acres of space and clever packaging. Not only did the rear seats fold down and merge into the floor, so did the front passenger seat.

It didn't end there. The rear window was removable and the bulkhead that separated the cabin from the pick-up bed folded down, thus increasingly usable cargo space. Oh, and the tailgate extended to the ground at a 117deg angle, in effect creating a ramp. It was just the ticket for bundling aboard your motocross bike, sailboard, and suchlike. This was a 'lifestyle vehicle' with all that entails. Then there was the vaguely coupé-ish roofline which was much commented upon in period. You needed to squint a little to label it a true coupé, mind.

Just to heap on the 'oddness' quotient, the choice of engine raised eyebrows.

Given its FWD layout and laudable packaging design, you might expect the Rampage to have been equipped with a unit that was… (itals) vanilla (end itals). A turbo-diesel perhaps; maybe even a low-wattage V6 petrol engine, but no. It was equipped with a 5.7-litre Hemi V8, complete with a new-fangled multi-displacement cylinder deactivation set-up. It was allied to a five-speed automatic transmission. As for performance figures, your guess is as good as ours. The Rampage didn't find traction with the general public, though. The concept was soon forgotten. Nevertheless, the name has recently been dusted off and applied to an altogether more conventional pick-up which is due to enter production next year. ★



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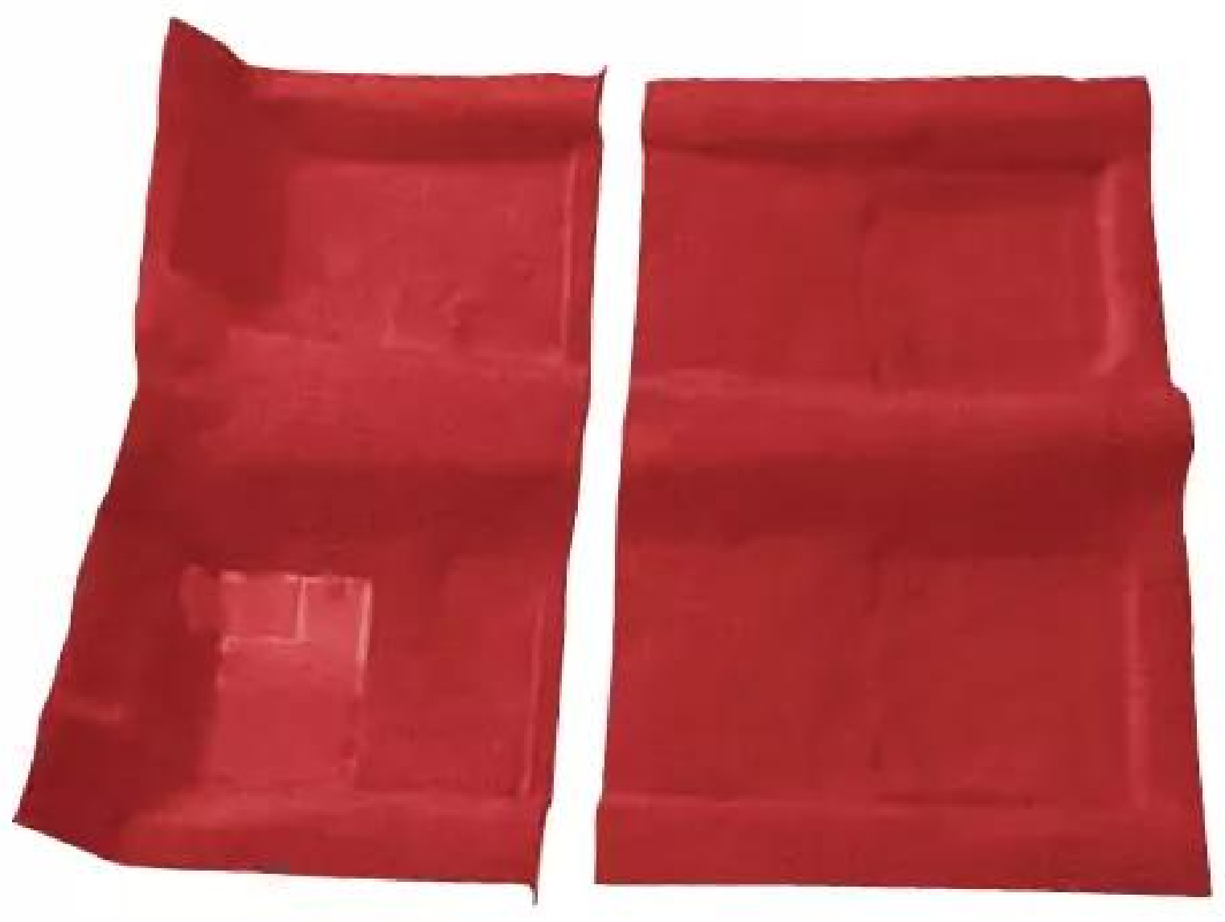

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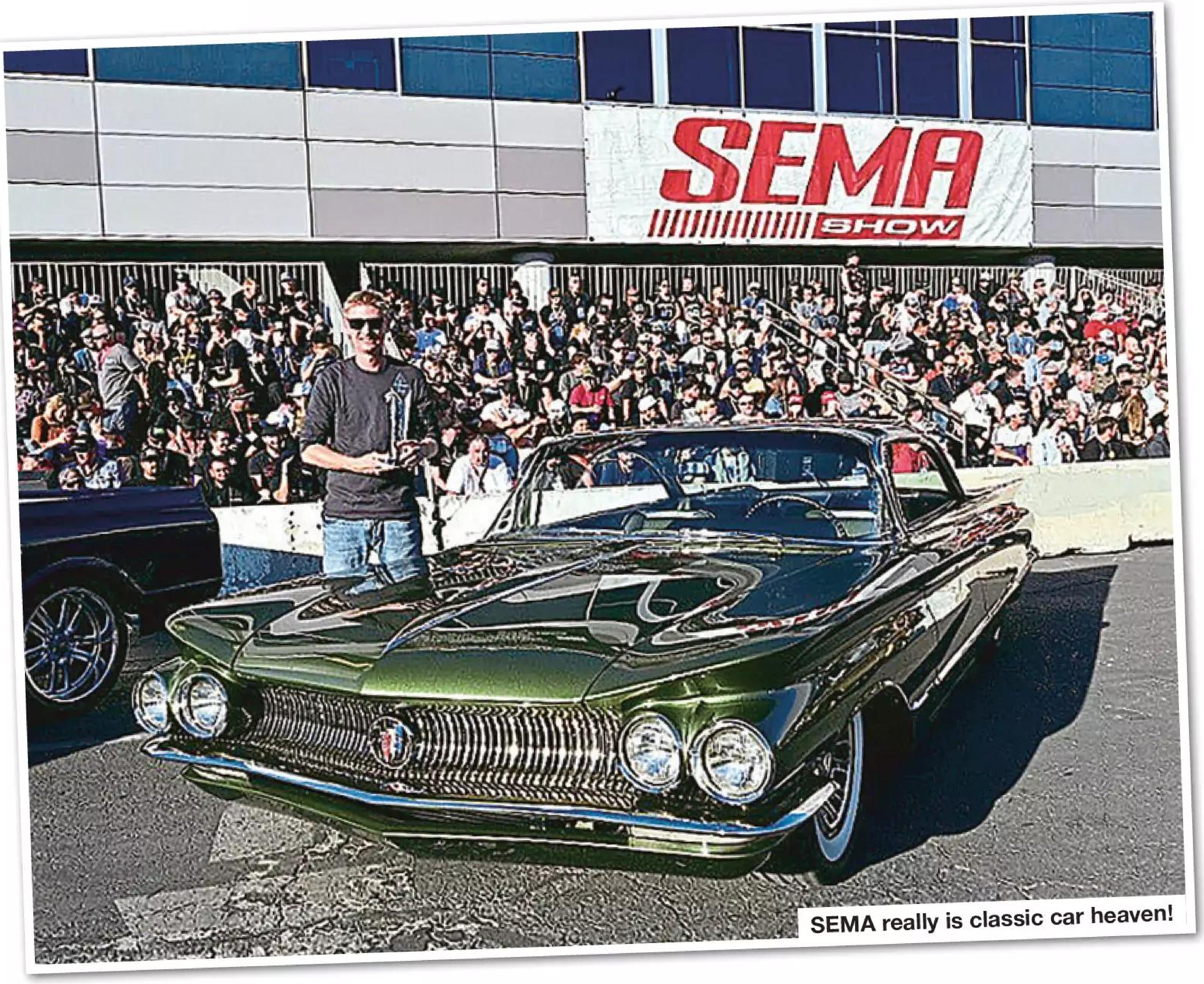
Huw Evans

## Across the pond

# Changing Seasons

As autumn transitions into winter, Evans looks at ways to keep that gear head excitement in all of us going through the cold and snowy months…


SEMA really is classic car heaven!

Although it's still September as I write these words, magazine deadlines being what they are, it will likely be October or November by the time you're reading this on the pages of Classic American. For us here in the Great Lakes, Autumn (or Fall, as we tend to call it here,) is often a special season and one of the most popular. The heat and humidity of summer gives way to warm, dry summer days, and cool crisp nights. The leaves on the trees start turning spectacular colours, with vibrant reds, oranges and yellows. It almost looks artificial-so brilliant are these shades and sometimes you feel like you're walking through a Disney theme park. As glorious as it is, Fall also brings with it a tinge of sadness, as what follows is the harsh Great Lakes winter that brings with it frost, wind, rain and finally snow.

Seasons have a different meaning here and for those of us into Classic American Iron, Fall is the time when we start putting our prized cars and trucks away, ready for winter slumber. Not being able to drive your car for five months can get a bit tiresome, especially once February rolls around, but in my view, no prized classic vehicle should be subject to conditions where tons of salt and liquid brine is pasted on the streets and roadways as county road commissions seek to clear them following a heavy snowfall.

They lace the roads with so much of this stuff that a new car, if it isn't rust proofed, likely has terminal corrosion within 5-7 years. On any given day, you'll see a bunch of older vehicles mostly those from around 2000-2015 that if neglected will be sporting missing rocker panels, rusted out fenders, decklids and tailgates. Yes, winter is not a great time to be a gear head in the Great Lakes. Some of us who are fortunate enough, venture south for the winter, often to places like Florida and Arizona, where the sun is warm, the days are mostly dry, and you can still indulge in your favourite hobby.

If you're lucky enough, you might even have a house and a car that you keep down there so you can enjoy your favourite hobby all year round. Even if you can't, there's still plenty of shows and expos you can attend. If you're in the automotive trade, the Specialty Equipment Market Show, (SEMA) held annually in Las Vegas, is a great one to attend, with thousands of cars, vendors and ample networking opportunities. SEMA Fest, the official, post-event party (which is open to the public,) is also a sight to see and well worth attending to get your automotive fix. In January there's also the annual classic car auctions in Scottsdale, Arizona and Kissimmee, Florida, were big names like Barrett-Jackson and Mecum have literally tons of cars that cross the block, and not all of them high dollar exotics or muscle machines.

Even closer to home, there are often plenty of indoor automotive expos during winter to whet your appetite, and for us, two of the most popular are the Detroit Autorama and Motorama in Toronto, both of which take place in February/March. Events like these are often great places to make new connections, find parts, and in some cases your next classic or even project vehicle.

And if you're looking for your next car locally, sometimes you can find a real gem, and one whose selling owner isn't asking the earth, particularly if they've lost storage, lost interest or don't really have the space or funds to keep the vehicle indoors for extended periods. I've been fortunate to find a few cars that way, and a good number of them were rust-free, despite being sold new in the Great Lakes.

If that does prove the case, and you find that next car or truck with your name on it during winter, and you can get it home without exposing it too much to the elements, chances are that when spring comes around, you'll be even more excited to get out cruising once the snow melts and the warm weather returns. Yes, winter can be a hassle in the Great Lakes, especially for Petrol Heads, but when spring comes, it more than makes up for the cold and lends new appreciation to working on, driving and enjoying your favourite piece of classic American iron… ★

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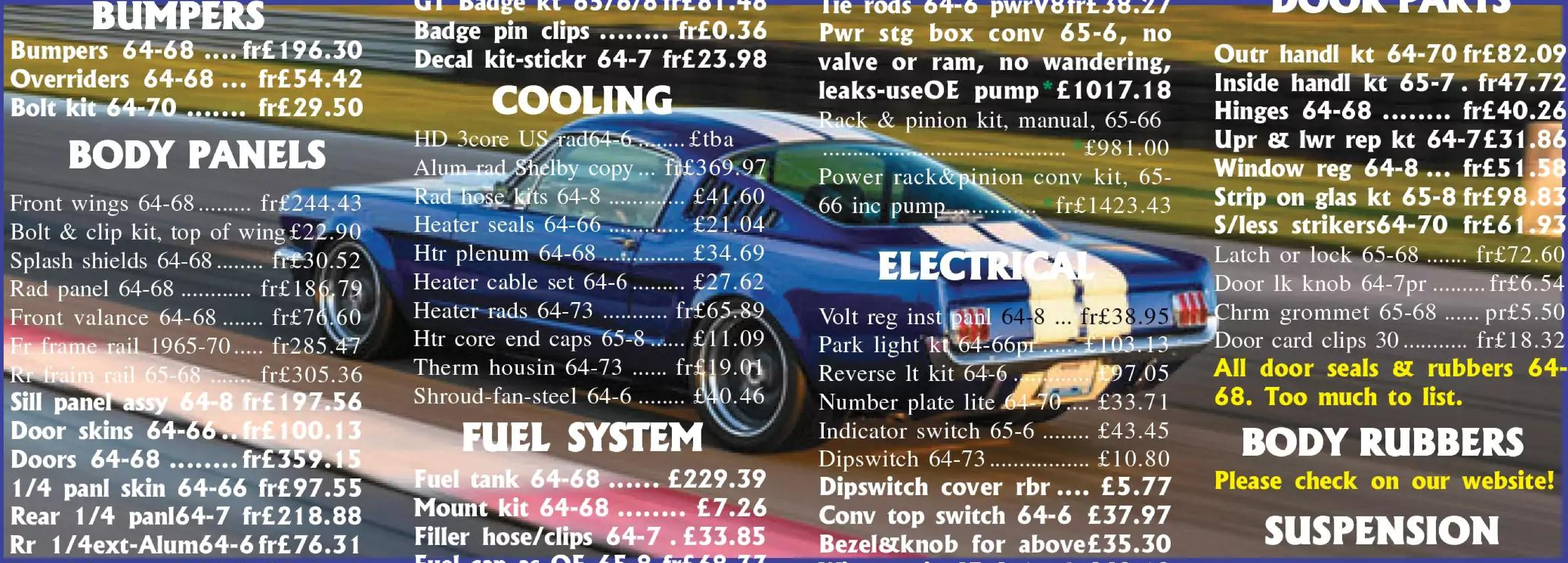

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# Classic American Mail

**Email us at: email@classic-american.com or write to:**
***Classic American* magazine, PO Box 99, Horncastle, Lincs LN9 6LZ**

## CHECKPOINT KEFLAVIK?

Dear *Classic American*,
My wife and I recently took a trip to Iceland and were amazed to be greeted by this magnificent Dodge in the Arrivals Hall. Whilst it was an absolutely beautiful car and magnificently displayed, we were a little perplexed as to what its significance was to this stunning little Nordic island? As far as I'm aware, they never built cars in Iceland, much less American ones, and although there we did see a number of American SUVs and trucks on our trip around the country (especially with enormous tyres!) we're still mystified… any clues?!

**Paul Cartmel**
**Aberdeen**
**Scotland**

CHECKPOINT KEFLAVÍK
CHECKPOINT KEFLAVI

**The mystery of the Icelandic 1956 Dodge welcoming committee is solved…**

*You'll never guess what Paul, but we have a half-Icelander here on our team, editor Ben Klemenzson! We'll let him take up the story from here: "Keflavik is the main airport for Iceland about an hour's drive from Reykjavik; however, it started life as an American Air Force base after the war and was where the AWACS (Airborne Warning and Control System) and long-range nuclear bombers of the Cold War-era were based. This was before the era of nuclear missiles or ICBMs and as such the base was one of the largest in Europe, effectively a small city almost, with its own school, cinema, supermarket … everything!*

*"Strategically and logistically, it was extremely important, as it lay half-way across the Atlantic between America and Europe and as such offered a significant advantage in terms of getting the bombers in the air and half-way to their targets should that 'situation' arise. Most significantly, this small army of servicemen brought with them a small army of American cars, which they then sold on to the local population when they went back, as no one wants a car that's spent three winters in Iceland, right?! The display is a bit of a nostalgia for that Cold War era, when American cars from the base were everywhere."*

## ACE American?

Dear *Classic American*,
I recently read an article where you talked about a repair shop in the Leeds area, that had done some work on a wiring problem on some taillights. Try as I might, I can't find it again amongst my unsorted mountain of your magazines and would dearly like to talk to them about my newly purchased 1959 Impala Coupe, which despite being the subject of a long restoration, still needs some fettling work, and finding a firm who might give it some love and attention is proving difficult. Could you please help me out with the date of the article, or the company's details. The car is a stunner and might make a suitable subject for your interest and an article one day…

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**Alan Briggs**
**Via e-mail**

*Well Alan, you're referring to the Behind the Wheel Section of the September issue, where some frustrating rear light wiring issues were dealt with by said business. The business in question is Ace American, details of which are below: The owner/boss is Jordan, who's a lovely guy. Tell him Classic American sent you! We're always looking for nice cars to feature Alan, so thanks for the heads up!*

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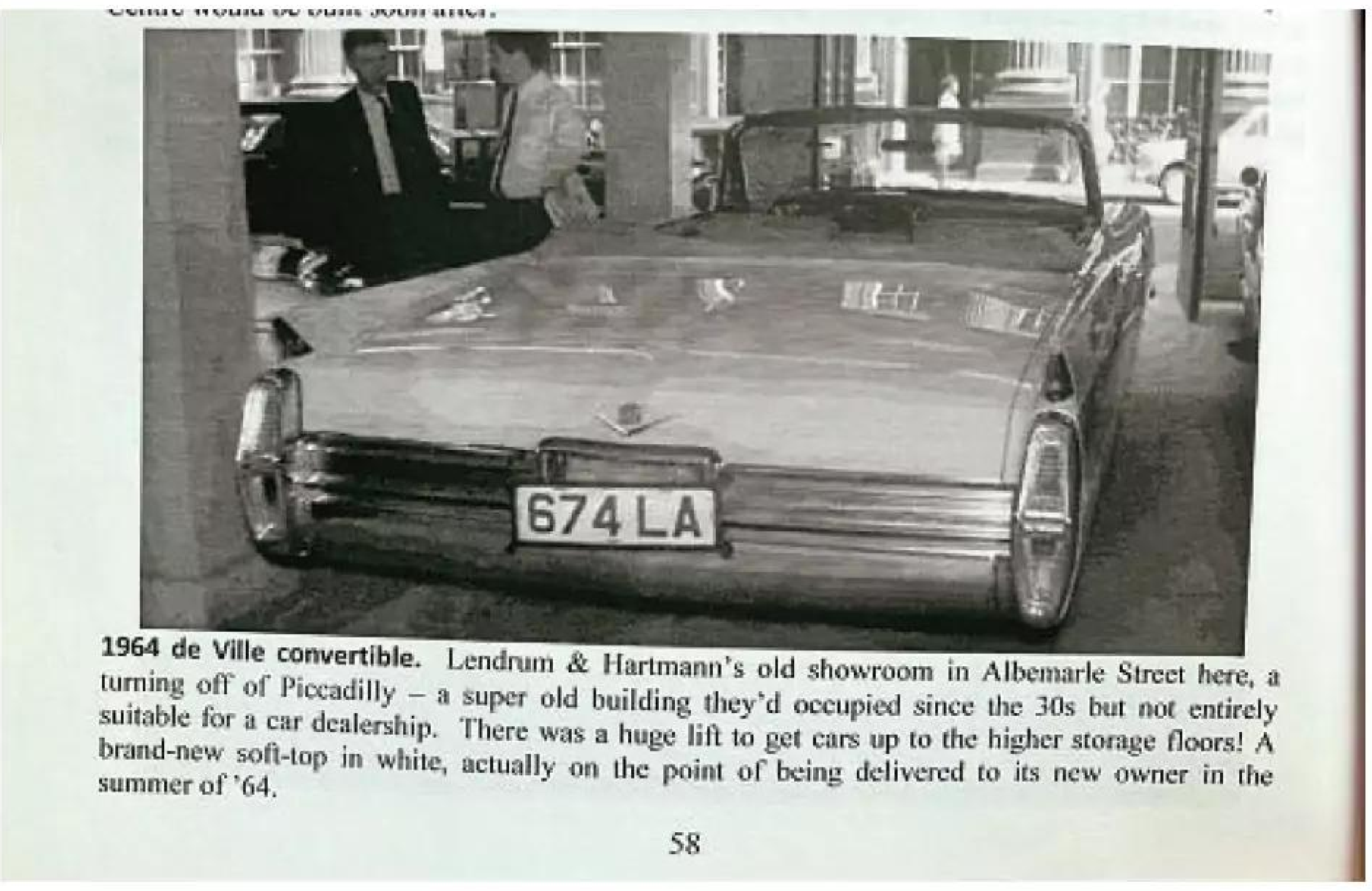
## Over Here Again

Dear *Classic American*,
Whilst I have enjoyed Zack Stiling's revival of Steve Miles' Over Here series, I have to take issue with some of the photography which is quite poor compared to the images Steve presented. His were so good that he was even able to get a book (or several?) published using them, one of which I treasure to this day!

**David Kersten**
**Via-mail**

*It's probably worth remembering that whilst Alan Bedford and Barry Magness where schoolboys when they took their pictures (as was Steve Miles,) they were taking their pictures almost a decade earlier and photographic technology and the quality of the images they produced moved on in leaps and bounds considerably in that time, hence the difference. Thank goodness they took those pictures as they're fascinating records of the cars and street scenes of the time then!*



**1964 de Ville convertible.** Lendrum & Hartmann's old showroom in Albemarle Street here, a turning off of Piccadilly – a super old building they'd occupied since the 30s but not entirely suitable for a car dealership. There was a huge lift to get cars up to the higher storage floors! A brand-new soft-top in white, actually on the point of being delivered to its new owner in the summer of '64.

58

**One of Steve's shots of a brand-new Cadillac at the Lendrum's showroom in 1964 from his 'Over Here' book.**

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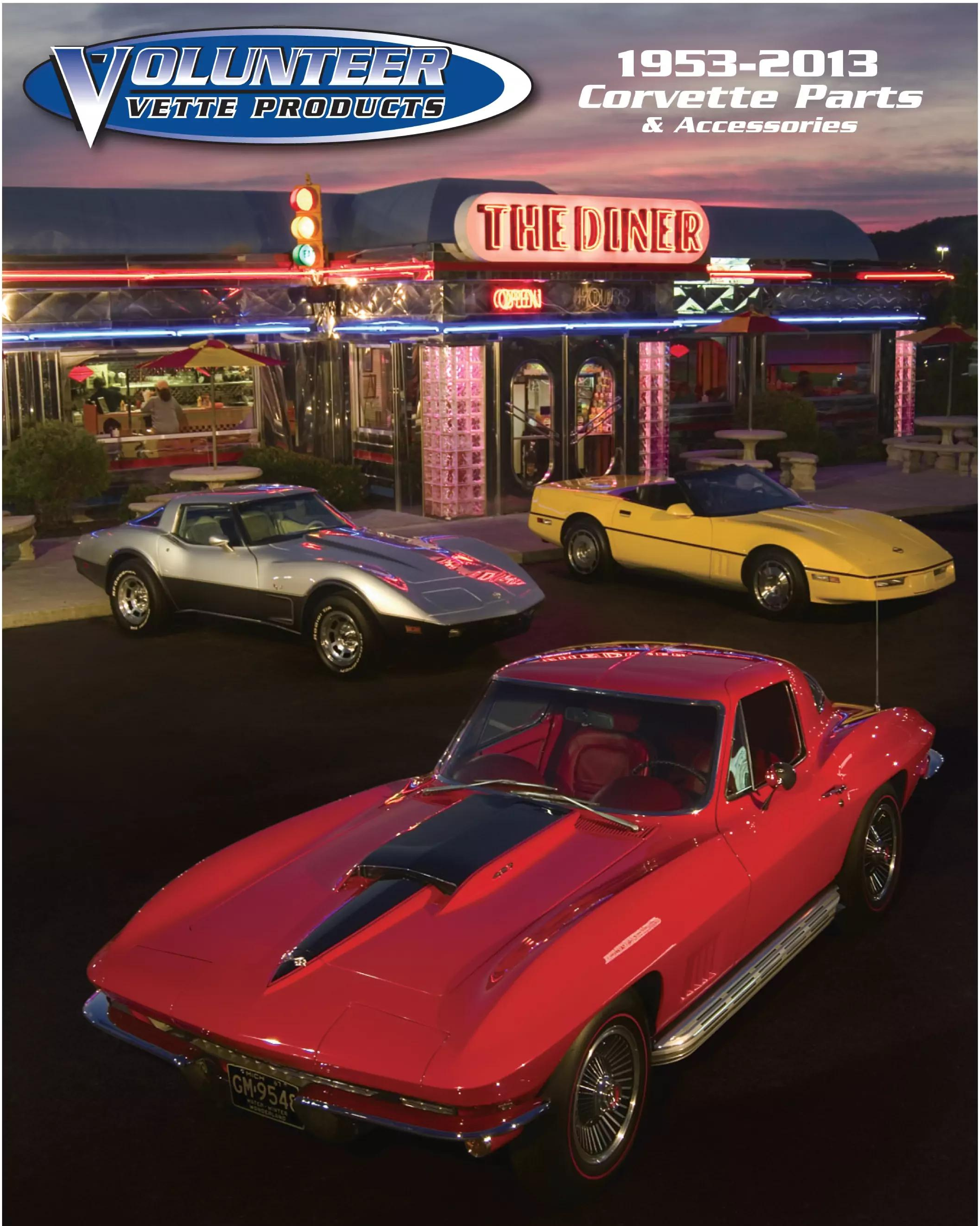

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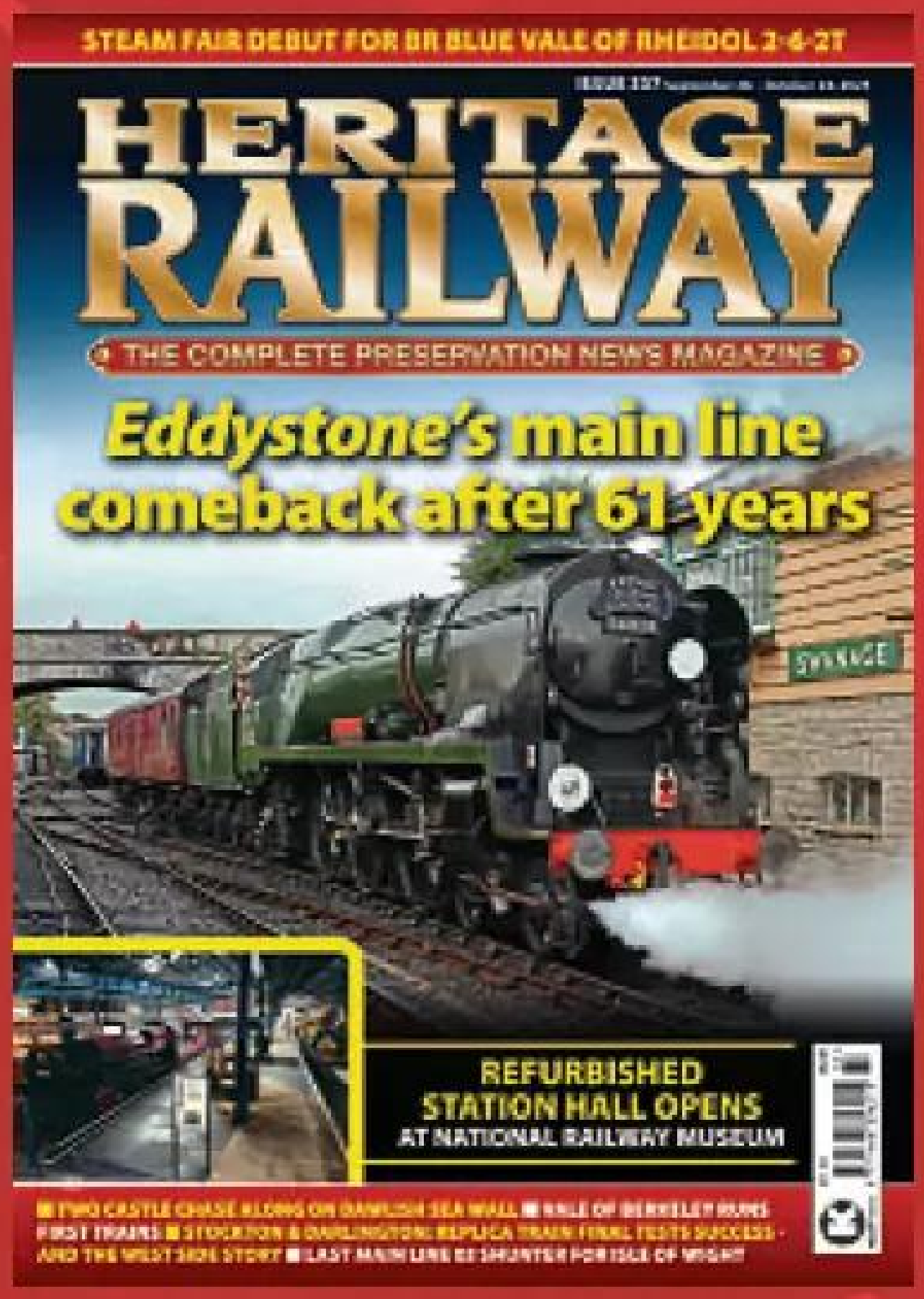

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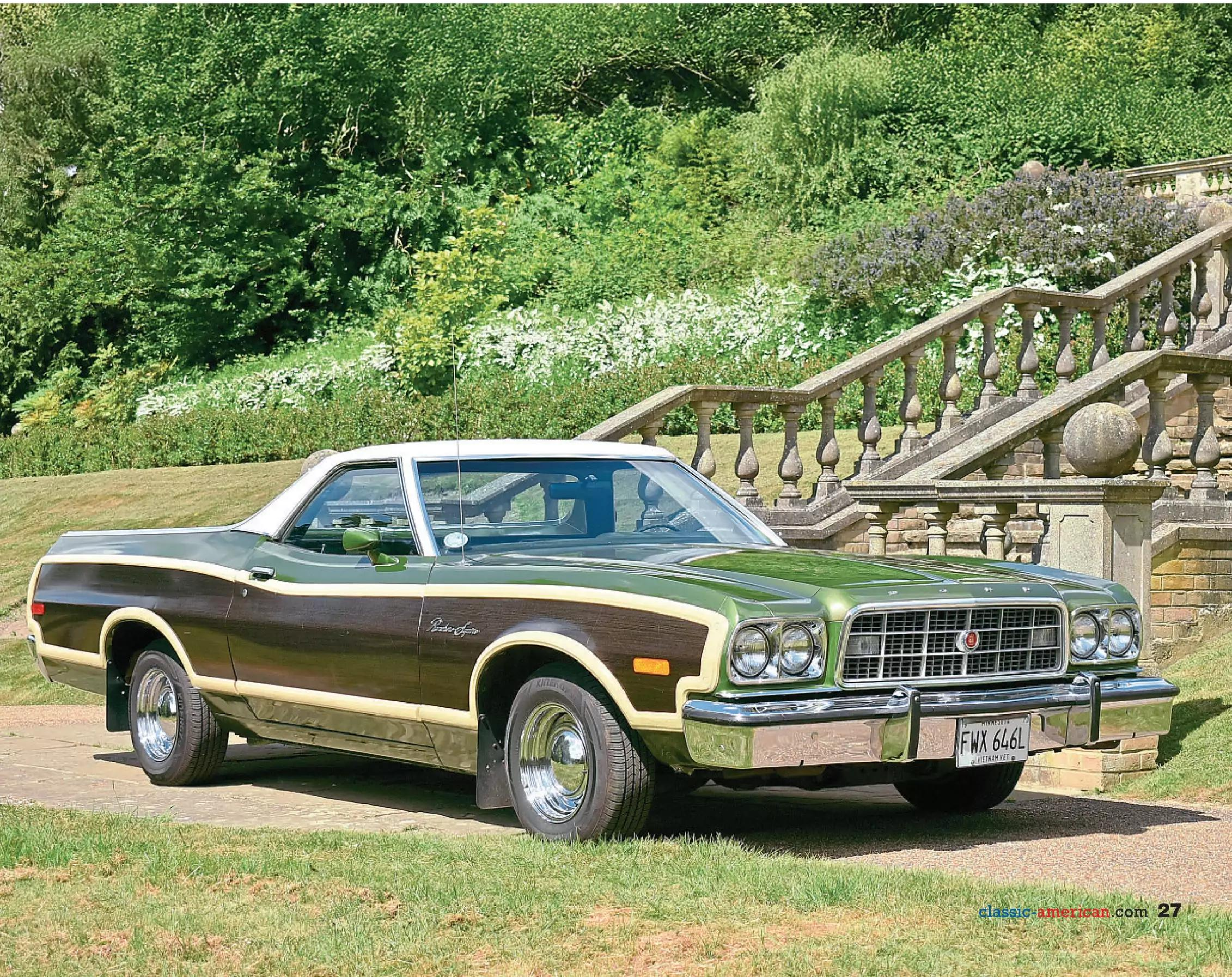
## Rockabilly Weekend

# Precious PICK-UP

The Ranchero Squire was one of the most upmarket pick-ups ever produced, so it was always a little special, but this rare survivor is really something to cherish – it's 52 and unrestored, right down to the factory paint. Nigel Hutton has just given it a new lease of life...

**Words and photography:** Zack Stiling



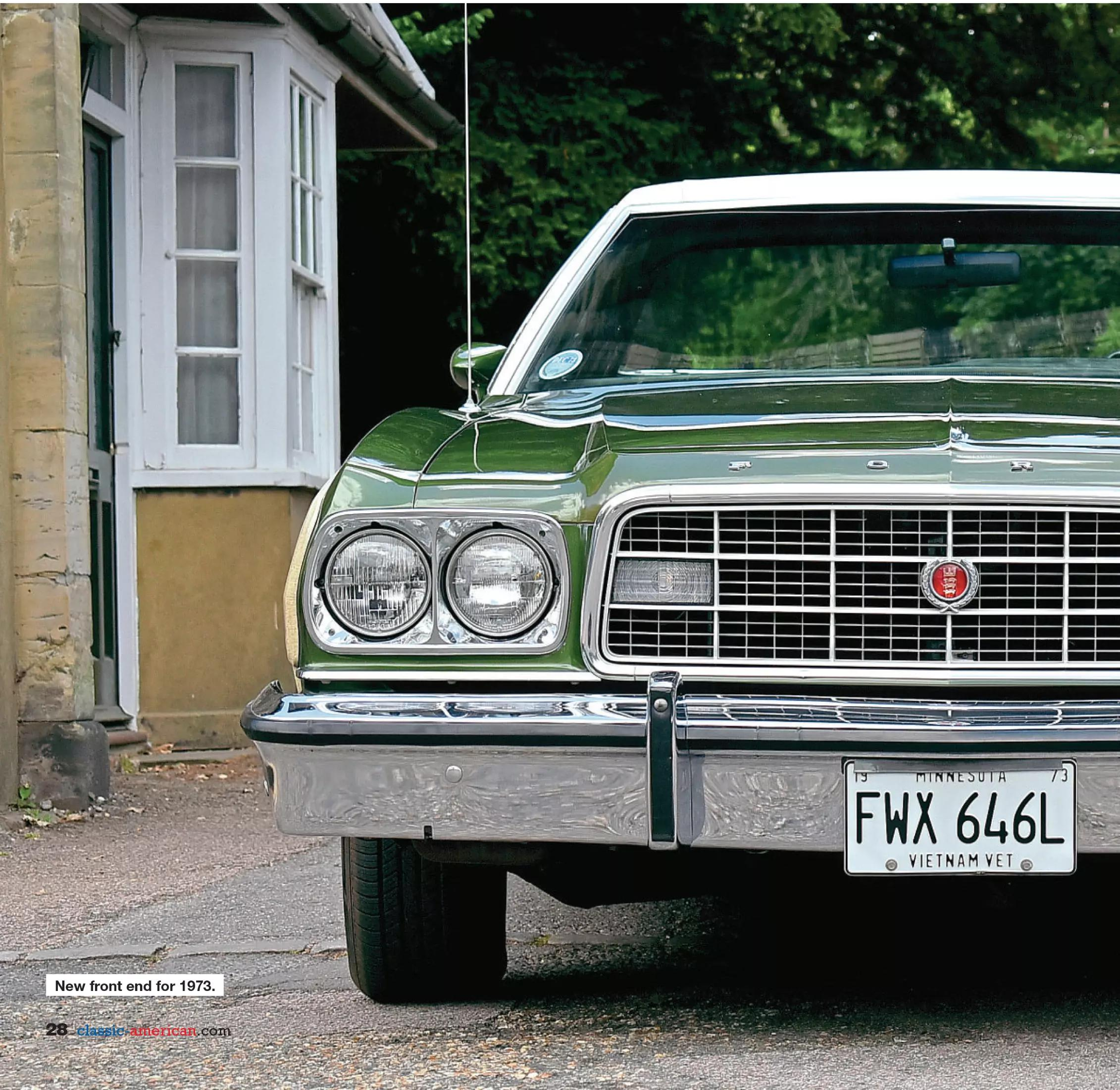
There are not many people these days who set out to own a Ford Ranchero Squire. It is an odd thing, after all – half-car, half-pick-up and bedecked with simulated woodgrain vinyl in the best of 1970s taste – and its usefulness in the modern world is probably rather limited. However, it does make for a nice little curio to own on the rare occasions when one is offered for sale. Certainly, Nigel Hutton had never entertained Ranchero Squire ownership, and he probably never would have done if not for his friend Wayne Wisbey.

"Two years ago, I sold my 2006 Ford Mustang GT as I had just retired and did not need two cars," Nigel recalls. "I was doing the sensible thing, I thought, but Wayne had other ideas. He made the point that since I was retired, I would need a project. I said I didn't have any money to spare, but he said we could go fifty-fifty. I started looking and purchased this 1973 Ranchero Squire in October 2023 from the USA., and it arrived at the docks in Southampton on January 6, 2024."

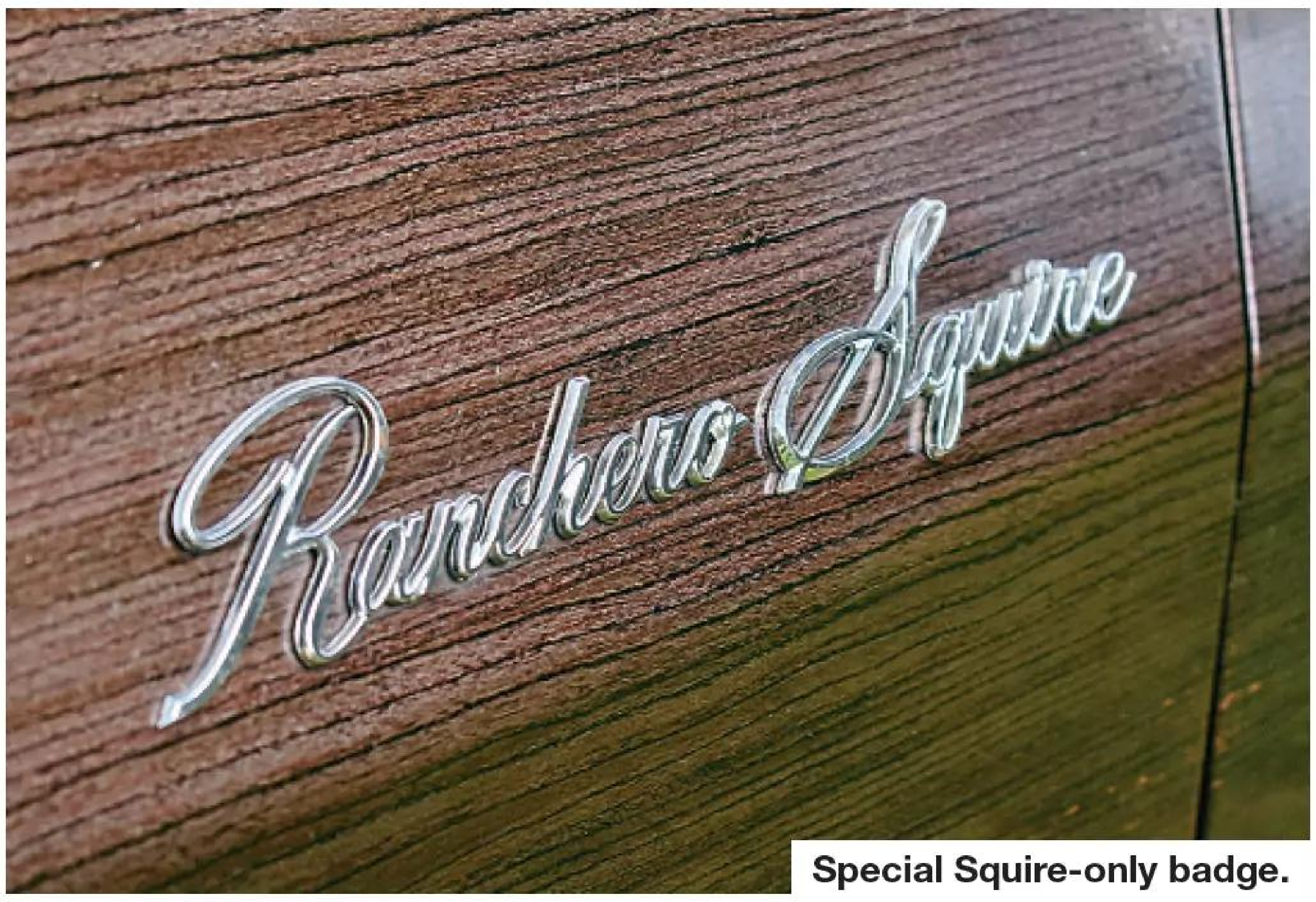
Wayne, some readers may remember, has appeared in these pages before when we highlighted his unusual hobby of collecting 1970-71 Ford Torino variants, which include the Ranchero. Nigel, on the contrary, is not of the collecting persuasion, but likes to try different things, hence he has owned a grand total of 48 cars, 12 American and the rest English. Among the latter, Rovers have featured heavily: "You just can't beat the burble of a V8," he declares with satisfaction.

"My dad started it all because he had quite a few Yanks. The main one I remember as a child was a 1953 Oldsmobile. I used to help him fix them, and after I left school I became a mechanic. I got my first American car when I was 21; actually, it was an Australian Chrysler Valiant. On the logbook was written 'Reg Dwight' – Elton John's real name – and it came from St. George's Hill, so I don't know if it could have been his. The price was knocked down to £500 and it was immaculate – I couldn't believe it!"

To get back to the Ranchero, the model had been launched for 1957 and would exist as America's only coupe utility for a few years until Chevrolet's El Camino established itself as a rival. It slotted into the mid-size bracket, sharing its platform with the Fairlane until 1970 and, from 1968, the Torino. The original point of the Ranchero had been to offer a more stylish and marginally luxurious alternative to a true pick-up, but for 1970 it moved further upmarket with the introduction of the Ranchero Squire, which was easily identified by its Di-Noc faux-wood panels, which it shared with Ford's range-topping Country Squire station wagon, and a set of special hubcaps. It could be specified with a fashionable vinyl top and, with a host of accessory options, it was really part-workhorse and part-show pony.



New front end for 1973.



Special Squire-only badge.

Optional 'racing-type' mirrors.

For 1972, the Ranchero was restyled and its wheelbase grew an inch to 118-inches, and for 1973 it was restyled again with a new grille and, in keeping with federal impact mandates, some chunkier bumpers. The three-model range continued, with the basic Ranchero 500, the performance-oriented GT and the luxury Squire.

Besides the external woodgrain and the decorative wheel trims, other features unique to the Squire included a special grille badge and a wood-effect instrument panel with an electric clock as standard. All '73 Rancheros featured vinyl upholstery (unless cloth was specified) and fittings such as a heater/defroster and cigarette lighter as standard. Then you had the options with which Nigel's Squire is well-laden. These included the SelectAire air conditioning, power-steering, power-brakes, a black or white vinyl roof, an AM radio and 'racing-type' mirrors (painted body colour and remote-operated on the passenger side). A choice of six engines was offered, encompassing a 250cu in six and the V8s of 302cu in (2bbl), 351cu in (2bbl or 4bbl), 400 cu in (2bbl) and 429 cu in (4bbl). In all, the Ranchero was equipped to carry a total of 1250lbs including passengers and had a pick-up bed stretching 78.4-inches in length.

Nigel's car is finished in the attractive colour of Medium Green Metallic and left the factory with the 2bbl 351 cu in Cleveland V8, which in '73 produced 159bhp. There can't be many others like it, as the Squire had the lowest production tally of all Ranchero models between 1971 and 1979. In 1973, total Ranchero production

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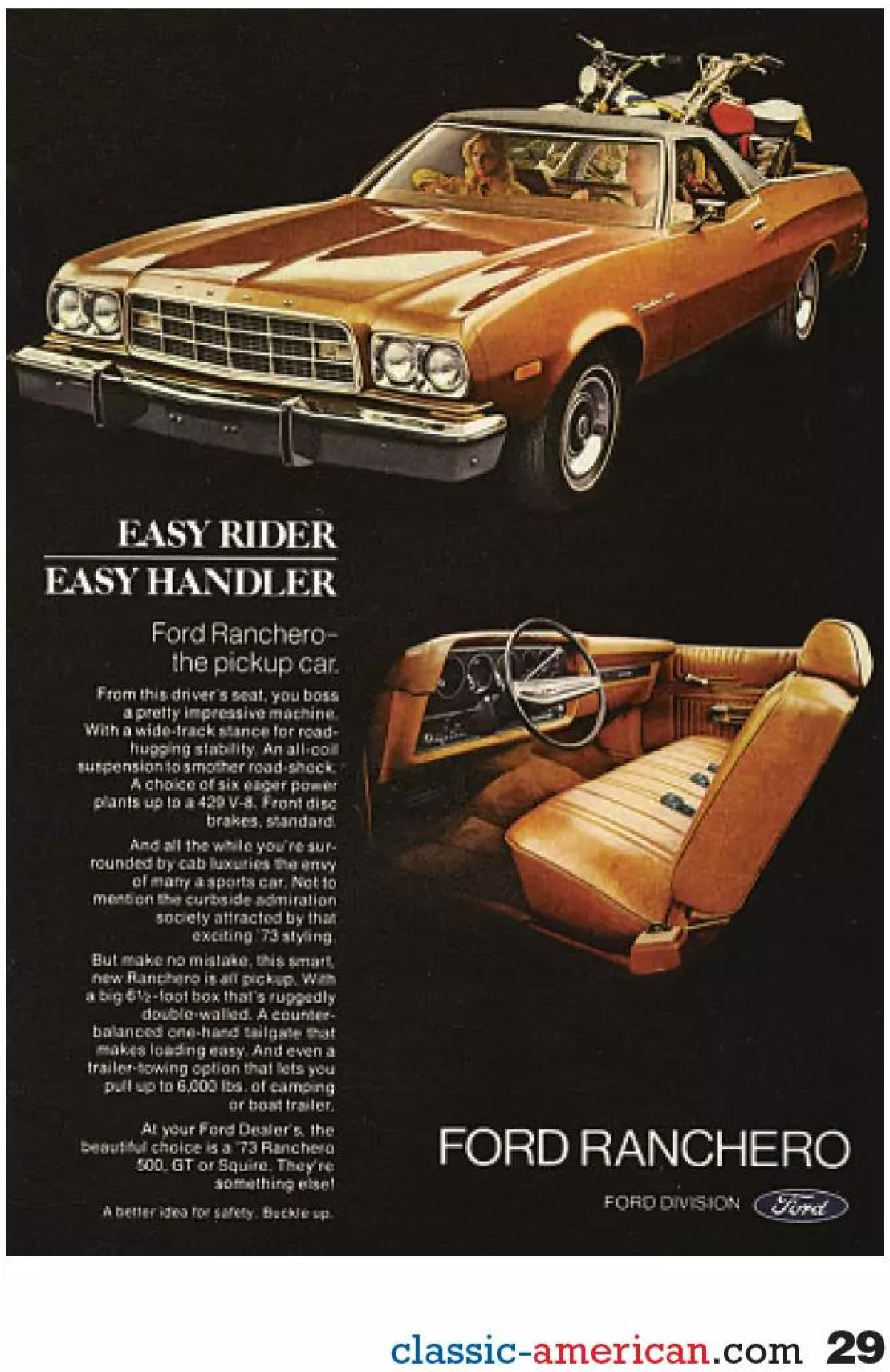

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FORD RANCHERO

FORD DIVISION

Original mud flaps have survived.

Woodgrain vinyl everywhere…

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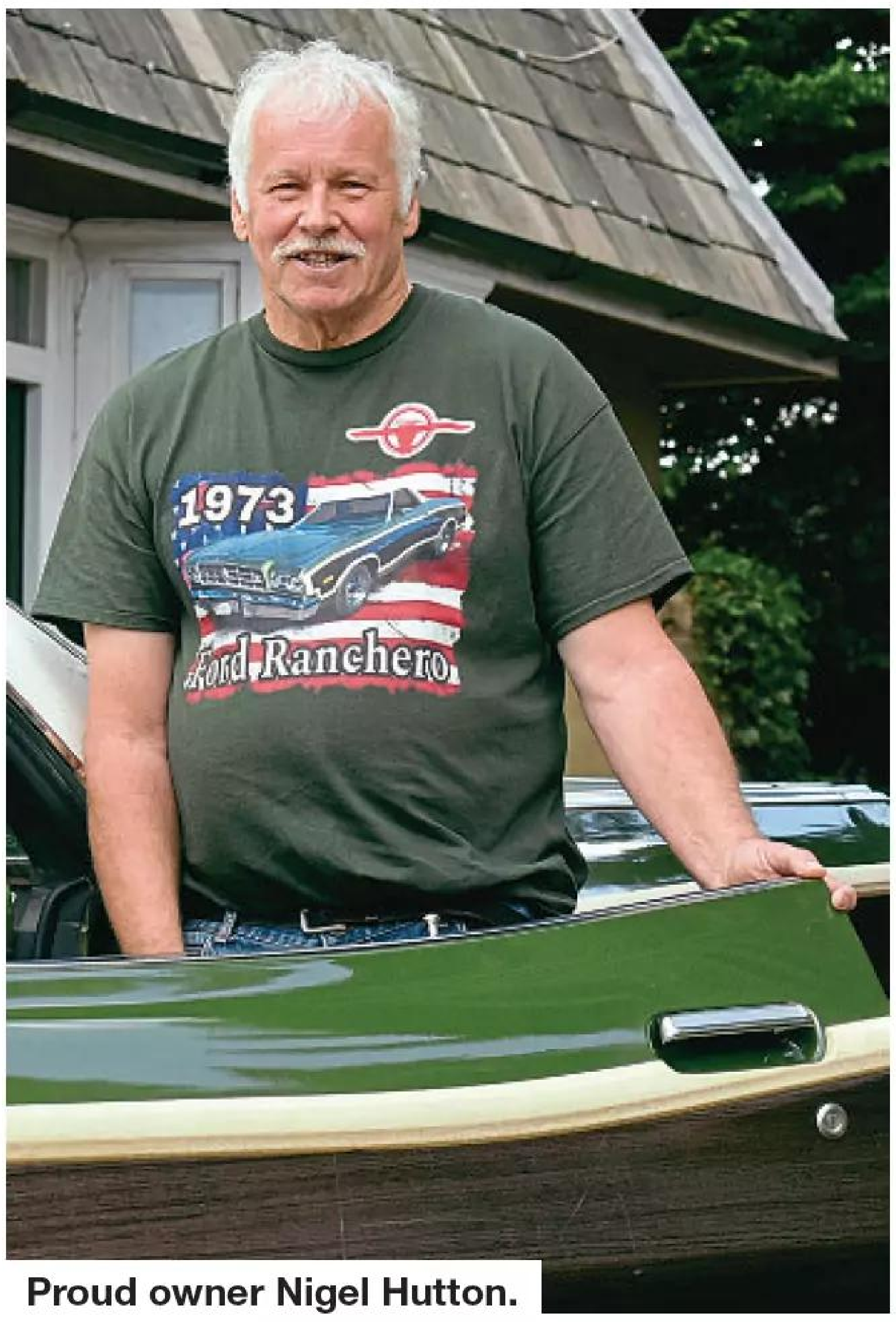
reached 45,741, of which Squires accounted for just 4787. With only 52,000 miles behind it, it's been extremely fortunate to survive so well. Although the non-original smooth-centre hubcaps were fitted by a previous owner, everything else down to the paint hasn't been touched since it left the factory, and the original Squire wheel covers have been kept with the car.

The first owner was James Edward Costello (1918-2013) of 531 North Section Avenue in Spring Valley, Minnesota – a typical small Midwestern town surrounded by farmland and prairie. 'Jim' ran a local gas station until retiring in 1980, and kept the Squire until 1989, when he sold it to Dennis Hamberg, whose son Mike, takes up the story: "My dad graduated from Glenville High School in 1969. He enlisted in the army and did two tours in Vietnam. After that, ››

Metallic green is great in the sun.

How clean is that bed?!


1973
Ford Ranchero
Proud owner Nigel Hutton.

The interior's very comfortable.

Bench seat for three.

Dash is like the Torino's.

Remember cassettes?

TUNING
VOLUME

he was stationed in Germany for a year. He came back and went to the vocational school where he met my mum. They were joined in marriage in '73, had my sister in '74 and me in '77. He bought the Ranchero with 38,000 miles on it and only drove it in the summer as Minnesota winters are pretty hard on vehicles. My uncle Larry was a mechanic his whole life and was the one that put the four-barrel and dual exhaust on it around 1990. I bought it from my dad in 2011, but I don't think I even put 500 miles on it."

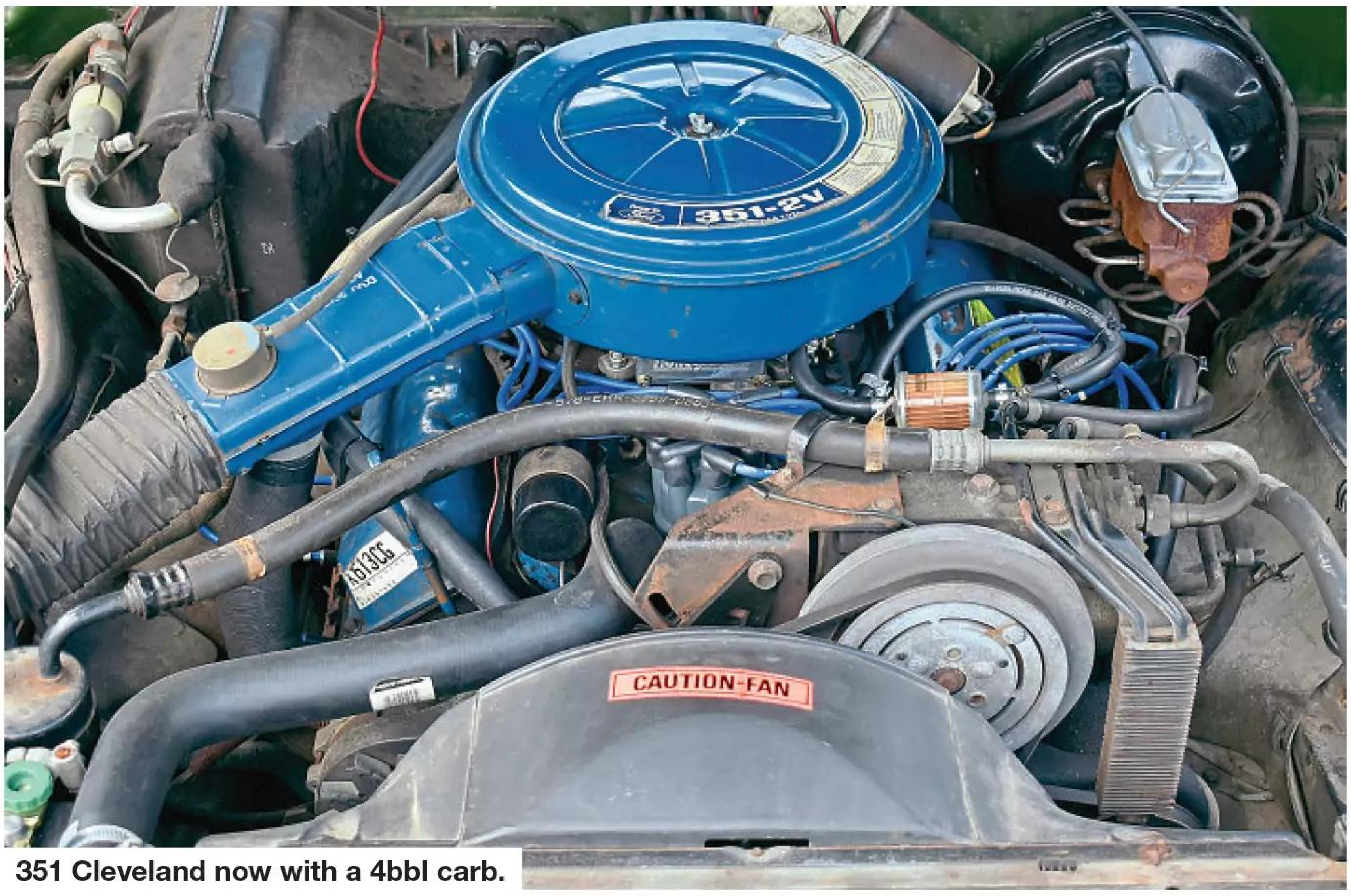
Mike's real passion was for motorcycles, so the Ranchero sat idle for 10 years in his garage in Albert Lea which, fortunately, was not damp. By 2023, it was covered in dust and looking rather sad on deflated tyres. He decided it was time to offer it to a good home, and Nigel has certainly provided it with one. After waiting three months for some good weather, he started fettling it in the spring of 2024. Mike had fitted new tyres before shipping it, but Nigel still had some comprehensive recommissioning on his hands. New parts he had to fit included the carburettor, starter motor, fuel pump, distributor, coil, thermostat, radiator cap, ignition switch, light switch, heater matrix, brake master-cylinder, brake booster, callipers and pads for the front disc-brakes, shoes and cylinders for the rear drums, rear shock absorbers and exhaust pipes.

After all the drive belts and rubber hoses had been replaced, the Ranchero was ready for the road once more and made its debut at American Speedfest at Brands Hatch in June 2024. Though Nigel laments that engines were detuned for 1973, the Ranchero still has as much get-up-and-go as anyone could want from a luxury pick-up. "I'm too old for speeding around now, anyway… It's got good gear ratios, the ride is smooth, it just drives nicely. It's got light steering and firm brakes."

It's a lovely specimen with respect to both its mechanical condition and its originality, but it's unlikely to make Nigel buck the trend of changing his cars every year or two. "It's just not really my style. I appreciate it as a survivor, but all my other cars have been immaculate. It's clean for a 52-year-old car, but immaculate is what I like, so it's just not me. I've got it up-and-running again, so I feel I've done my part." It's each to their own, of course, and there are plenty of enthusiasts who would give their right arm for such a well-preserved car. When the time does come for the Squire to find a new owner, we hope somebody with a taste for originality will snap it up and do their bit to ensure it still looks this good in another 52 years' time… ★

Doors are heavy, but frameless.

SQUIRE
FORD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# Low Life

To many, a lowrider is a 1960s Impala or 1980s Buick, but lowriding started in the late 1940s with cars just like this 1936 Chevrolet…

**Words:** Mike Renaut **Photography:** Matt Richardson

Forget hundreds of layers of metallic and candy paint, tiny Dayton wire wheels, velvet upholstery, murals, little chain-link steering wheels and bouncing hydraulics, this 1936 Chevrolet sedan is a true lowrider in the original style. The seeds of lowriding culture were sown in 1940s California where Mexican Americans admired hot rods and custom cars, but could rarely afford them. Instead, they used the vehicles they had greatest access to; old four-door sedans. Lowriding was an offshoot of the Californian custom car culture.

Customisers favoured two-door Fords, Mercurys and Chevrolets of the late 1940s and early 1950s. Hot rodders loved the Ford Model A and B Fords, 1933 and ’34 and 1939-1940 Ford Coupe and Tudor. This left a wealth of less desirable cars that the lowriders gobbled up. Early 1930s Chevrolets, 1937 and ’38 Fords, 1946-48 Chevrolets in particular, and virtually any four-door that could be found cheap or free. It was straightforward to lower the car by heating the springs until the whole lot sank to the ground, which looked better and helped the otherwise stock auto stand out in traffic. Ride quality being very much a secondary concern…

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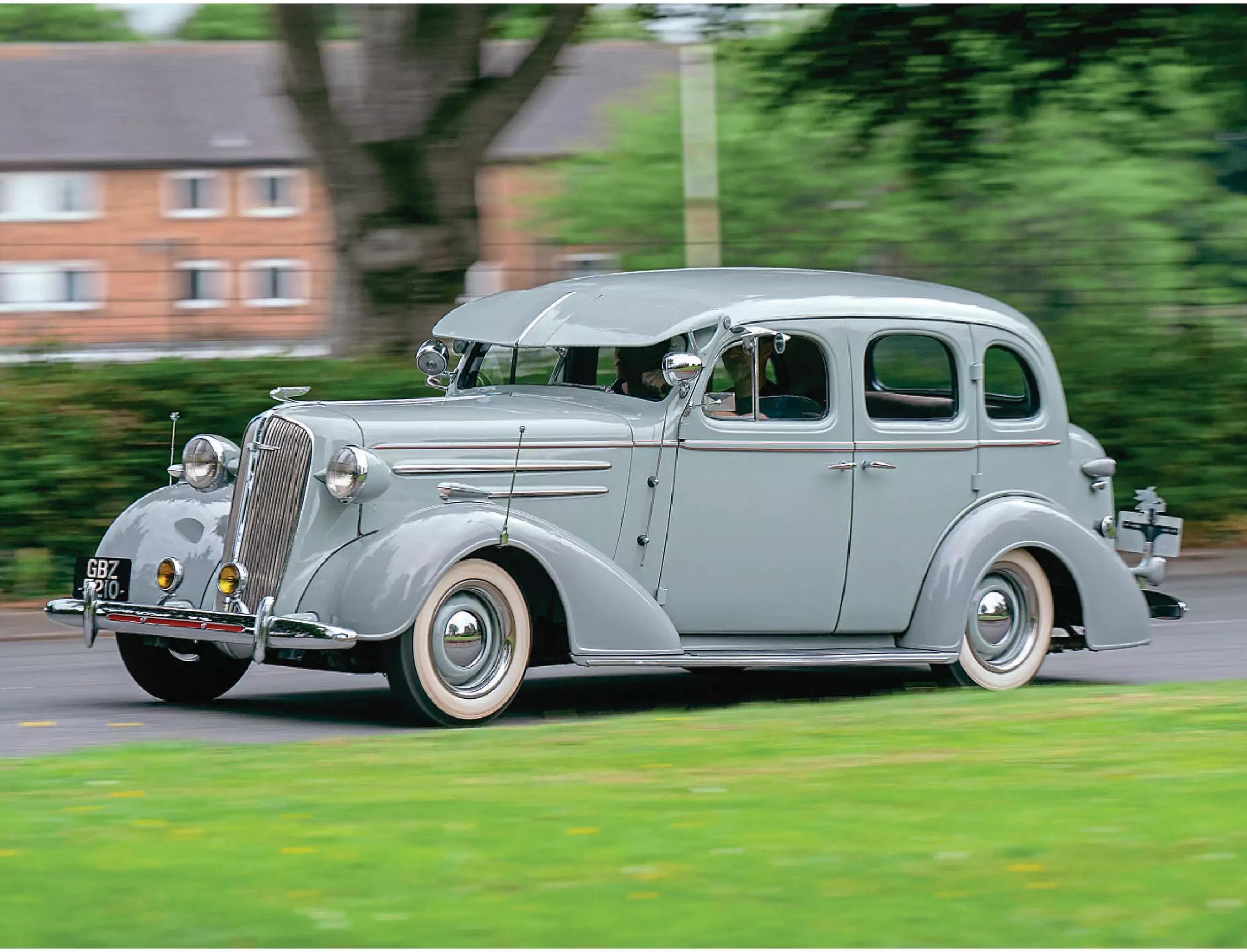
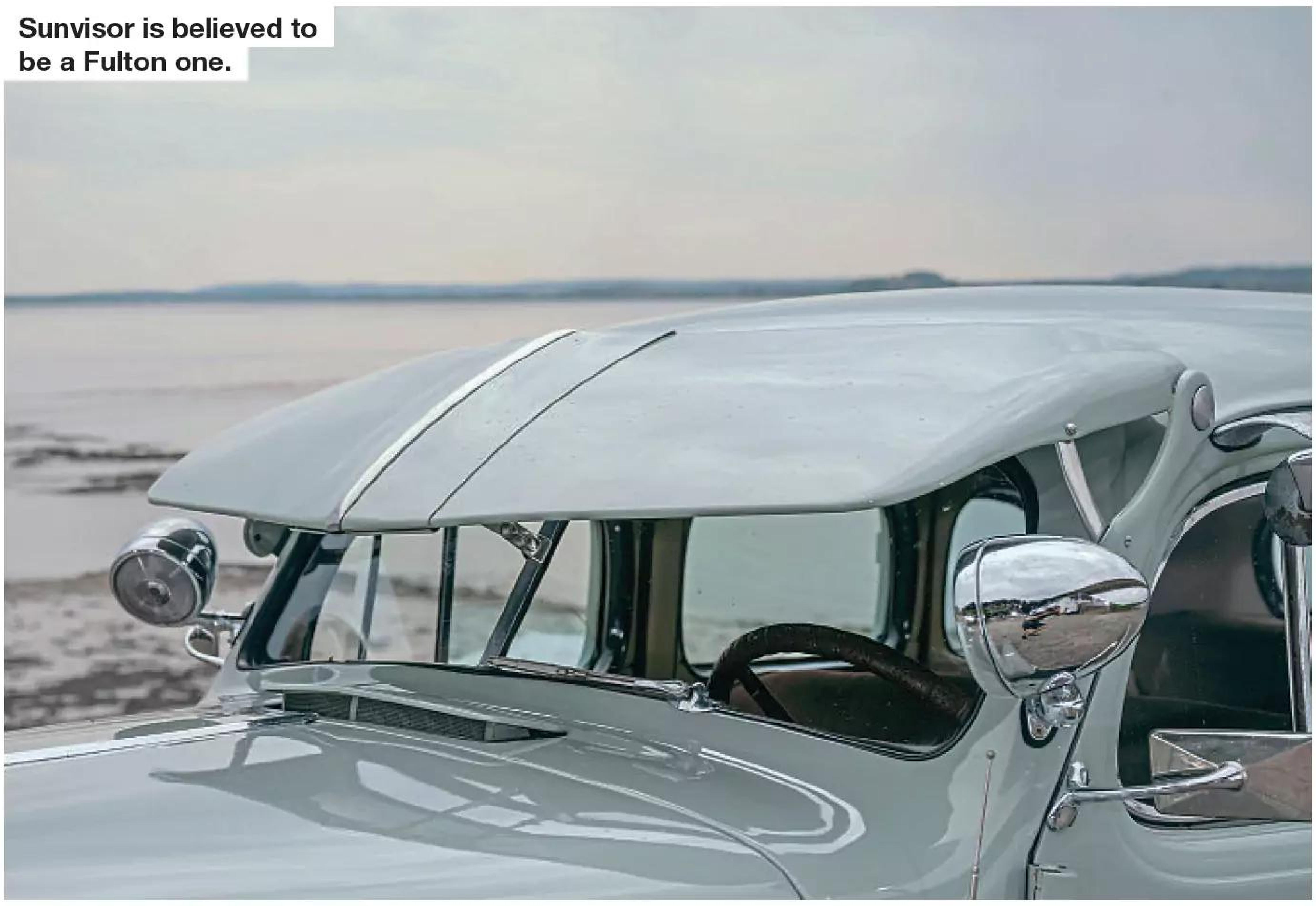
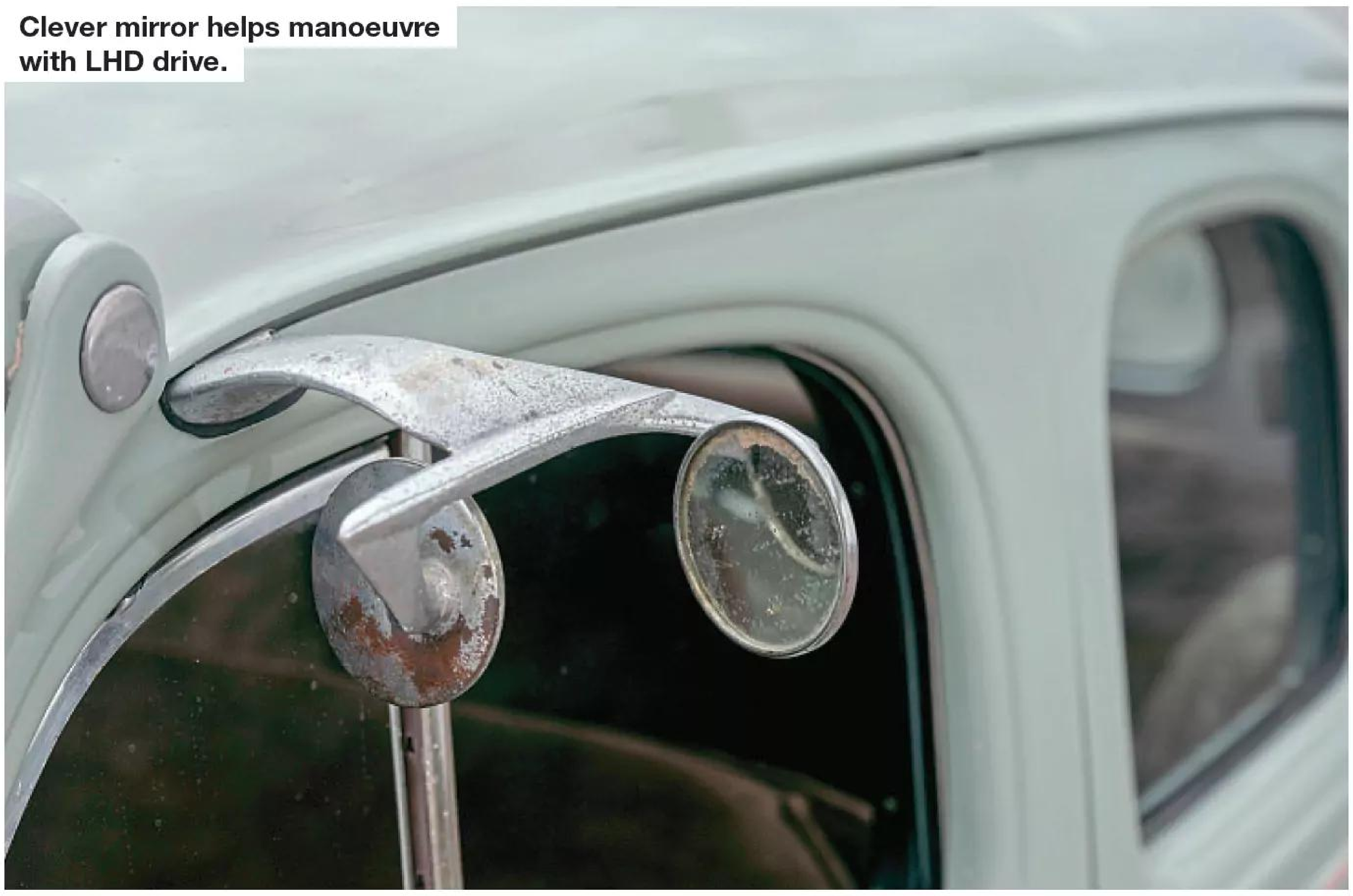


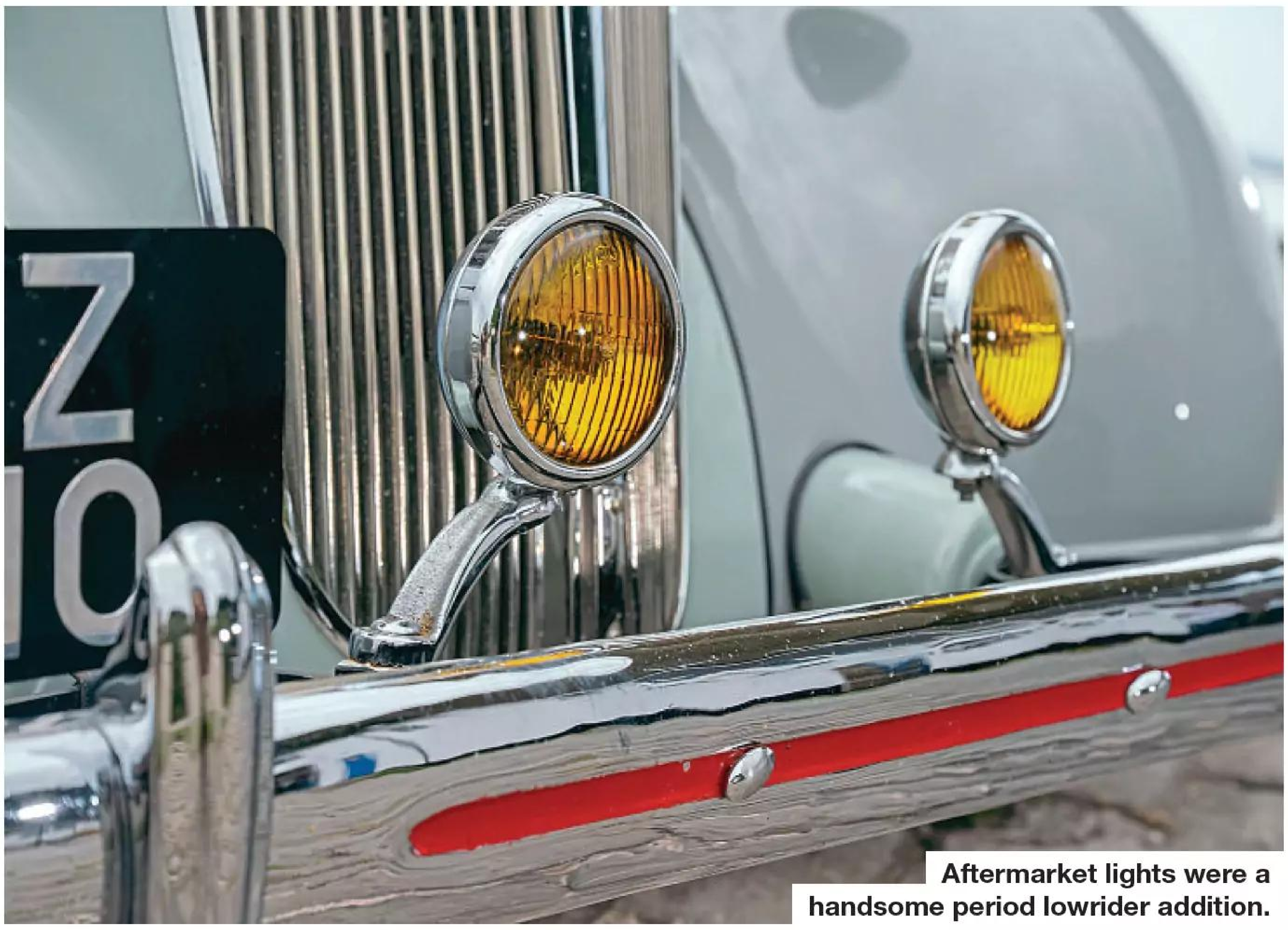


Sunvisor is believed to be a Fulton one.

Stunning waterfall grille & hood mascot.



Clever mirror helps manoeuvre with LHD drive.



Aftermarket lights were a handsome period lowrider addition.

Paint was usually the original factory finish, hand-polished until it gleamed; accidentally going through to the primer underneath or even down to bare metal was often a badge of honour. Accessories, such as a big sunvisor across the top of the front screen, especially the hinged adjustable type made by Fulton, helped make the car look roof-chopped. An extra aerial, even if there wasn't a radio, was added, along with spotlights on the front bumper or cowl. Rear fender skirts made the vehicle look longer and accentuated the lowness. While custom car enthusiasts removed badges and trim from their cars, lowriders kept all the chrome, then added more and polished it.

Interiors were often left stock, but those skilled with a sewing machine (or their wives!) would re-upholster seats in leather or Naugahyde, the material 'tuck'n'roll' sewn into attractive pleats. Engines were the factory original four- or six-cylinder; V8 cars tended to go to the more affluent hot rodders, but extra carburettors could be bolted on and exhausts were often modified, not for any particular power advantages, more to make a better sound. Lowriders drove slowly, dodging potholes and giving everyone a chance to look over their car and its modifications. It was a matter of pride.

Despite this, in the late 1950s the police began targeting all lowered cars, handing out tickets for perceived infractions. In answer, hydraulic suspensions were fitted, allowing the vehicle to quickly raise up to normal height at the push of a button. Hydraulic parts were bought from aircraft surplus yards – usually, the hydraulic rams designed to move the wing ailerons – or stolen from the loading ramps on the back of trucks. Hopping – making the cars jump up and down – became popular later in the 1960s when someone discovered putting 24 or more, volts through a six-volt hydraulic pump made it operate much faster.

As owners got better jobs, their lowriders became better finished. Intricate new paint schemes were applied although murals were rarely seen. Full chrome wheel covers were acquired in the usual ways – aftermarket car part catalogues or the nearest parking lot after dark – although painted steel wheels with dog-dish caps would still suffice. Military-style wheels, as depicted on our featured Chevrolet, were also popular on traditional style cars.

This 1936 Chevrolet is a perfect example of a late 1940s or 1950s-built traditional lowrider. It's a style which remained popular through the 1960s and continues to be today, though it's rarely seen outside of the west coast of America.

## Stock Taker

"When I bought it back in 2013, it was completely stock and fully restored," admits owner Mark 'Millsy' Mills, "including a trophy from a car show in Joplin, Missouri. It took me about two years to rebuild. I'd seen lots of information on constructing hot rods and street rods in books and magazines, but next to nothing on four-door lowrider cars like this, so I got most of my info from Lowrider magazine and various websites."

The first aspect most people notice is how low the Chevy sits. "It's an Air Ride system that smooths out bumps very well. I took off the body and welded on new suspension mounts. It's built so it will almost touch the ground at the lowest point, but overall there's about seven or eight inches of total suspension travel. I bought the valves, airbags and tank, then plumbed the relays and solenoids so it can lift just the front end, the back or both.

"I used a Jaguar Mk2 rear axle after discovering it was the same stud pattern as the Chevrolet, I also used the Jag propshaft since, of course, that fitted, though it had to be shortened. I mounted the rear seat slightly higher for clearance and also had to cut and raise the transmission tunnel a little at the rear. It came with some 19-inch artillery style wheels, but they've been swapped for 16-inch versions to help lower the car and aid clearance in the wheel arches."

Introduced November 2, 1935, the '36 Chevrolet line consisted of two series; Standard and Master Deluxe, with six body styles in each range. Going by the grille and bonnet chrome, our feature car initially appears to be the latter. But the two-dial dashboard, box-girder frame and Z on the firewall body tag suggests this Five-Passenger Sedan likely started life as a Standard, making it one of 11,142 built. The 1936 Chevys could be had as FA models with knee-action front shock absorbers or the $20 cheaper coil-sprung FD. Other innovations included the introduction of hydraulic brakes while at mid-year, the wooded door frames were replaced by all-steel construction.

Chevrolets for 1936 also went from a one- to a two-piece front windscreen with Deluxe models outselling Standards 499,996 to 431,016. This example left the Kansas City Missouri factory in a gunmetal grey, with brown mohair upholstery and options including AM valve radio and a clock. It was registered new in Kansas. The body remains completely stock on the outside except for the adjustable sun visor, believed to be a Fulton. "I sit very low in the seat anyway, so I can see out of it without any problem," adds Mark. "The indicators are from a 1937

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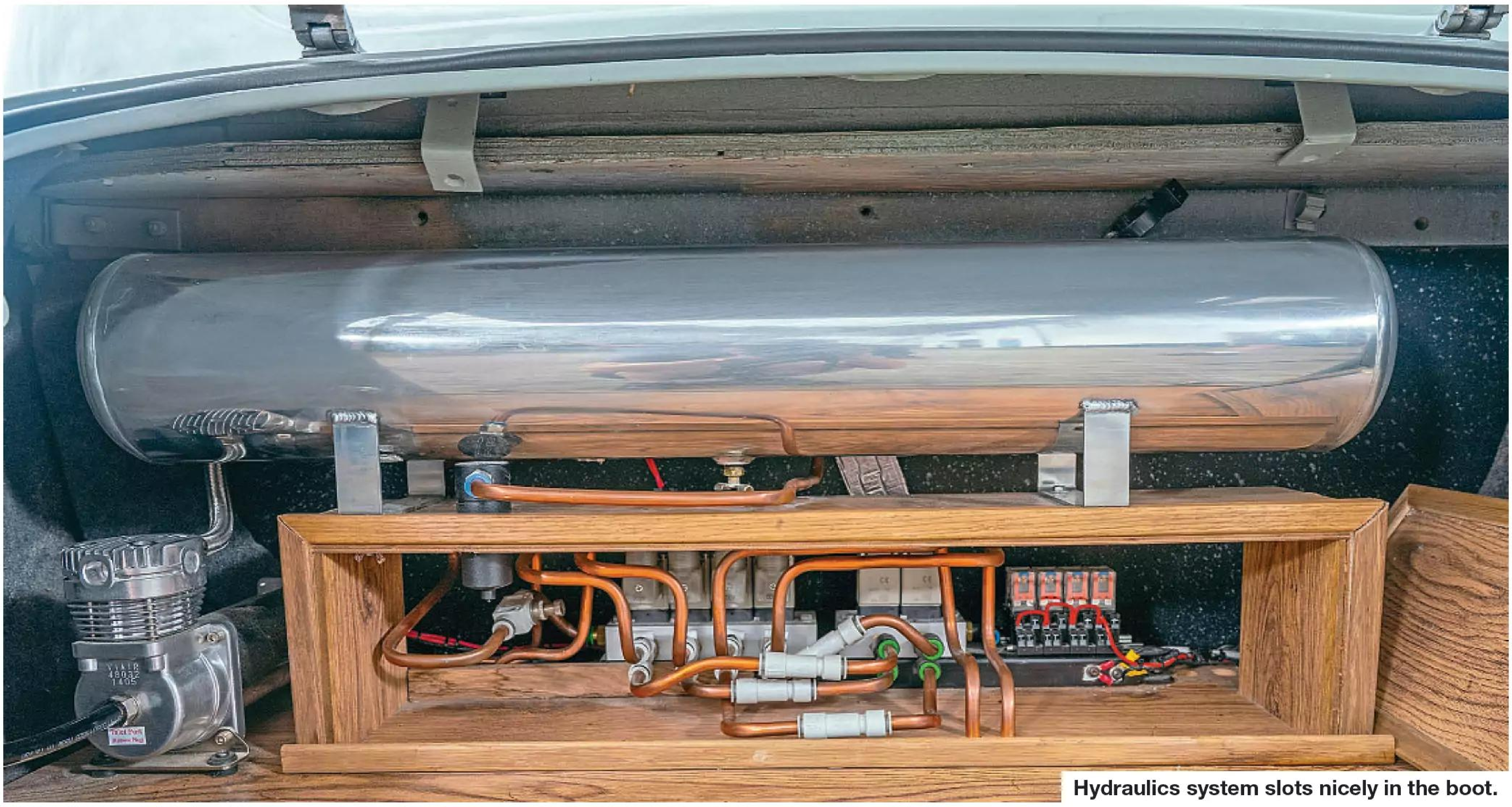
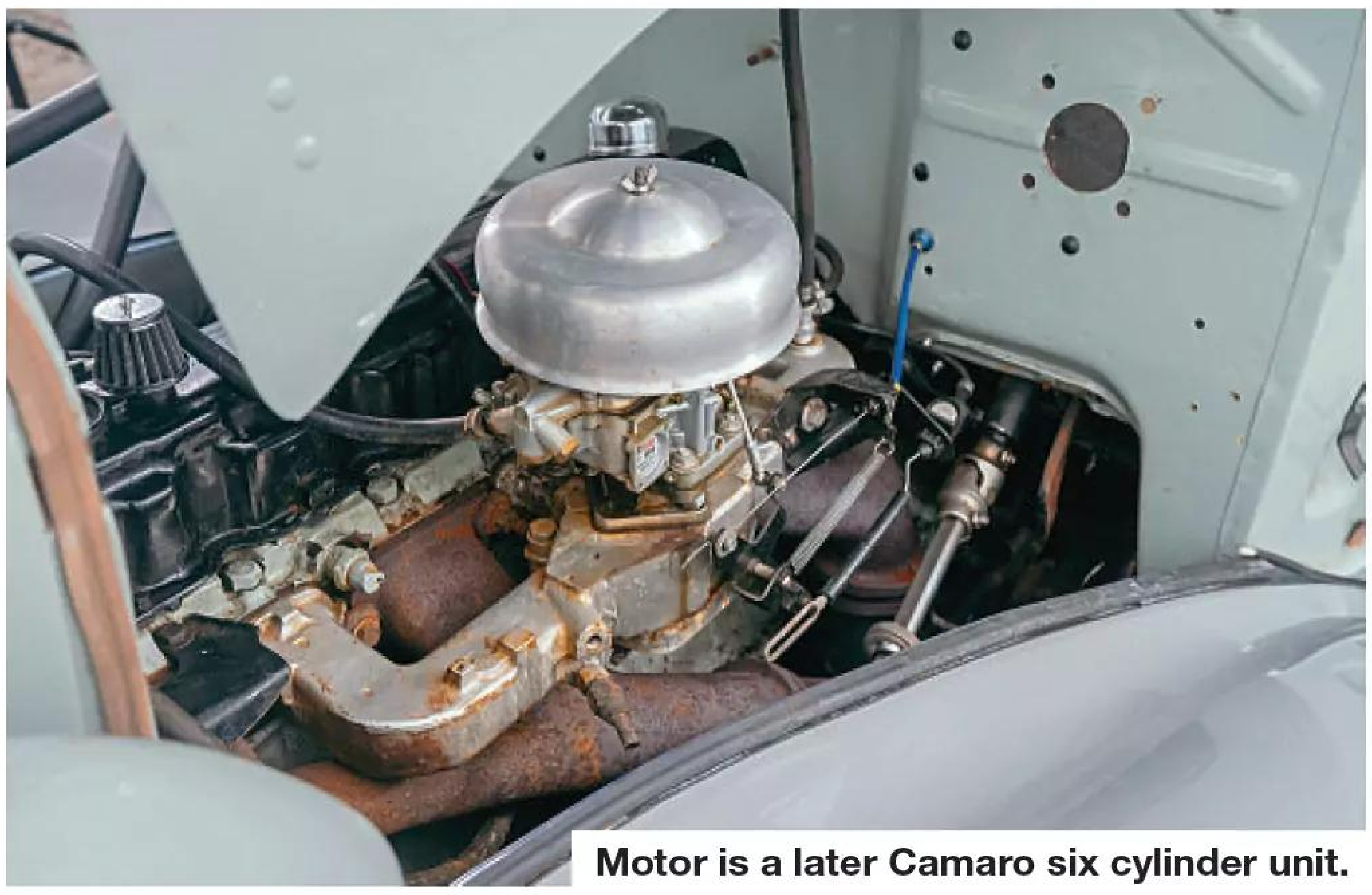
Brakes were upgraded to Wilwood discs on the front.

Mark had to fabricate the headlight mounting pieces from scratch himself.

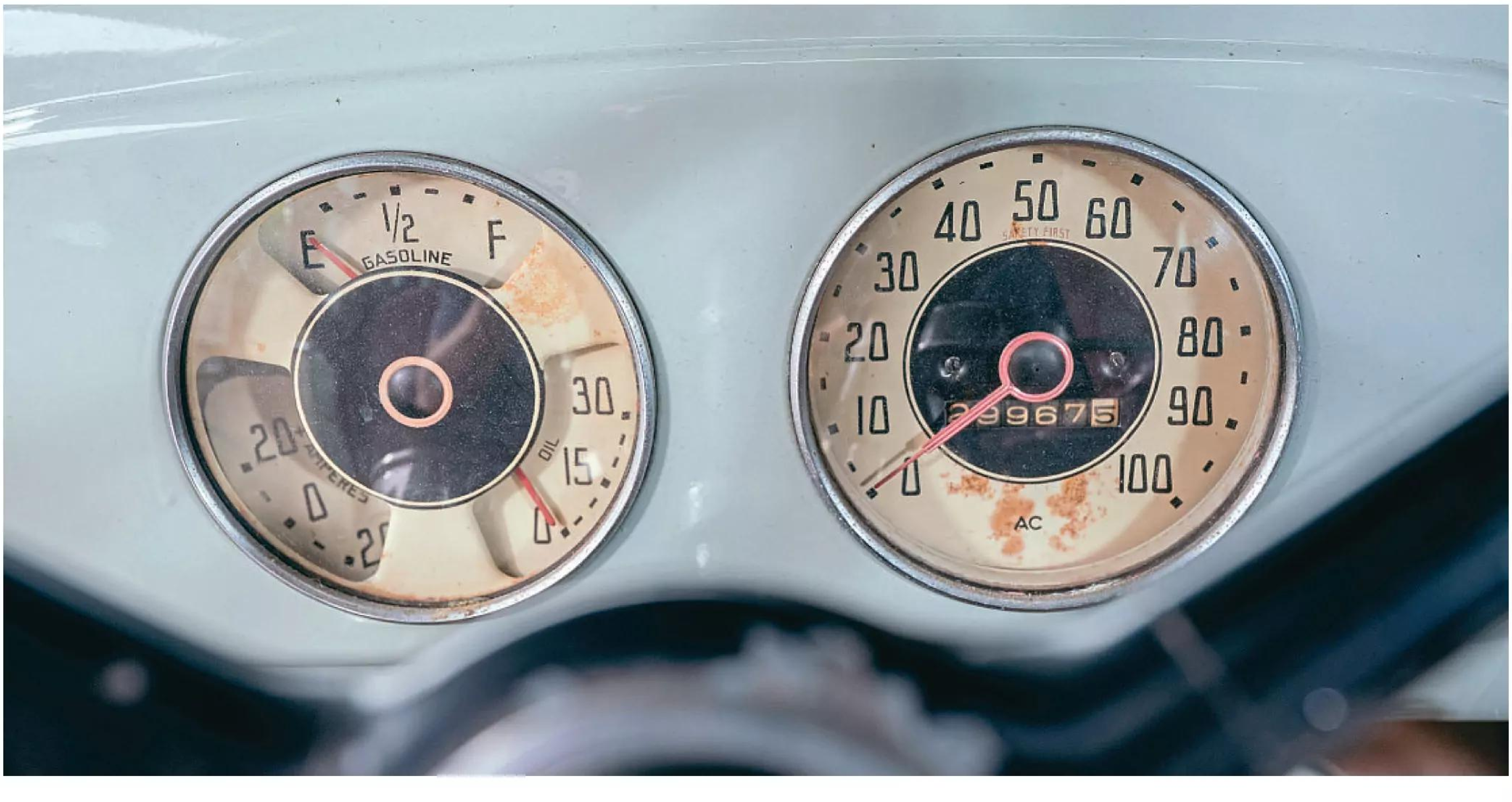


Hydraulics system slots nicely in the boot.

Almost touching the ground, but not quite!



Motor is a later Camaro six cylinder unit.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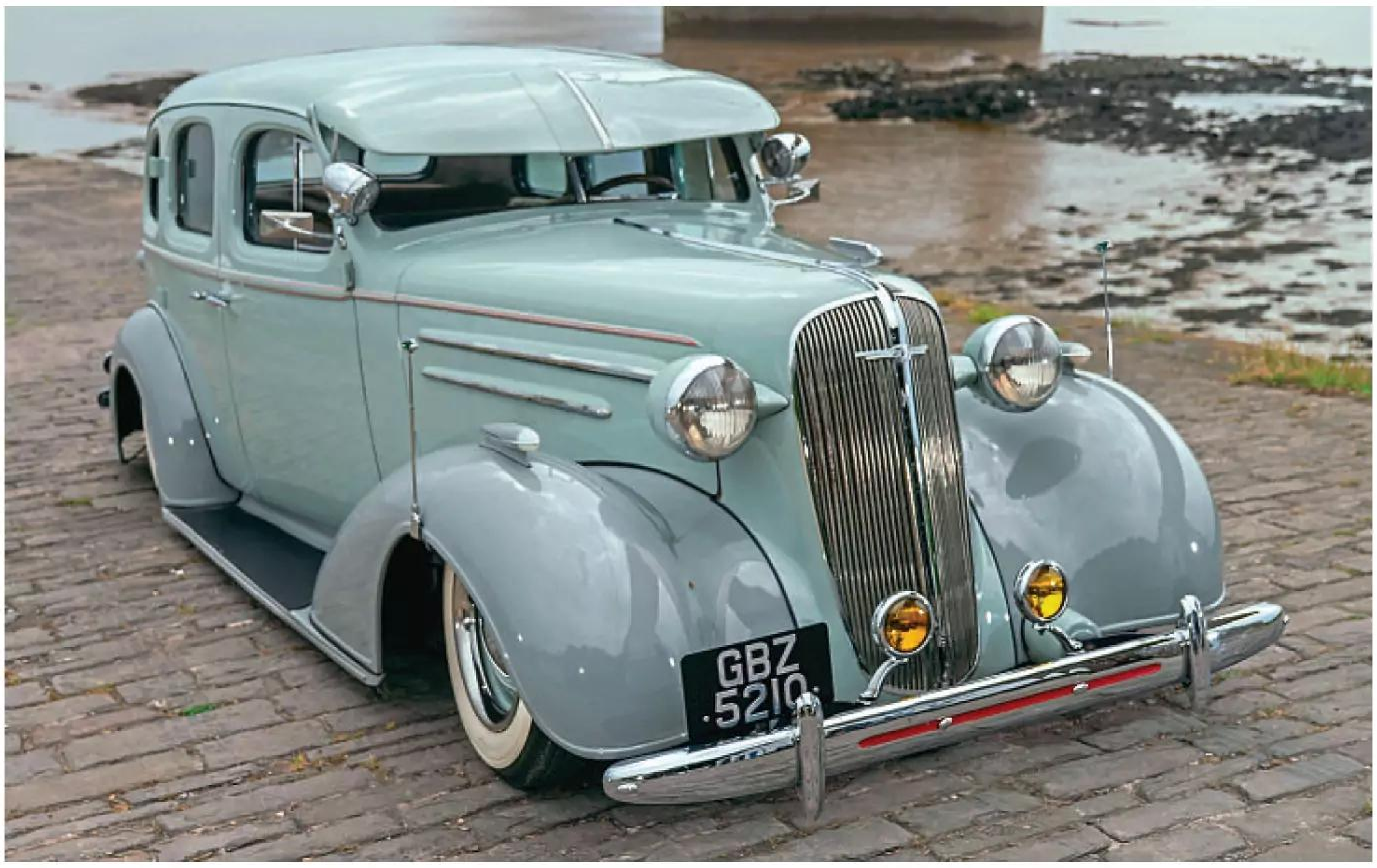
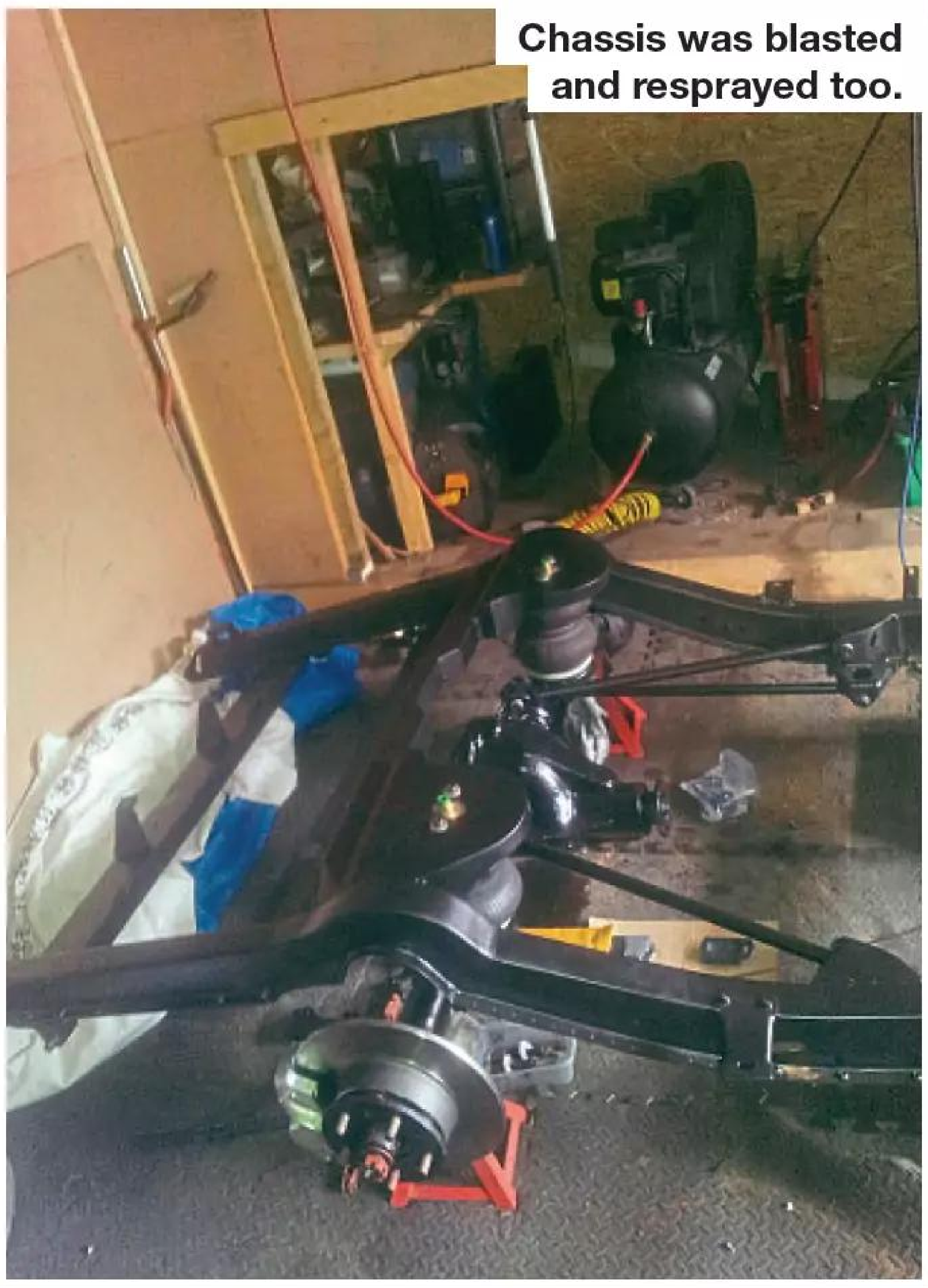


Owner Mark 'Millsy' Mills, with son Codey.

Chevrolet was already restored when purchased…

… so it provided a good blank canvas for the project.

The body was nevertheless bare-metalled.



Chassis was blasted and resprayed too.

Chevy. During the body-working process, the headlight mounting pieces disappeared. My painter couldn't work out how they'd been lost. Eventually, we concluded that they were made of soft lead and somewhere between the blasting and the powdercoating processes they may have simply melted! I scoured the internet to find another pair, but in the end I had to make my own. Using the original gasket, I carved some mounts out of foam and car body filler, I then took a plaster of Paris mould of that and got it cast in metal.

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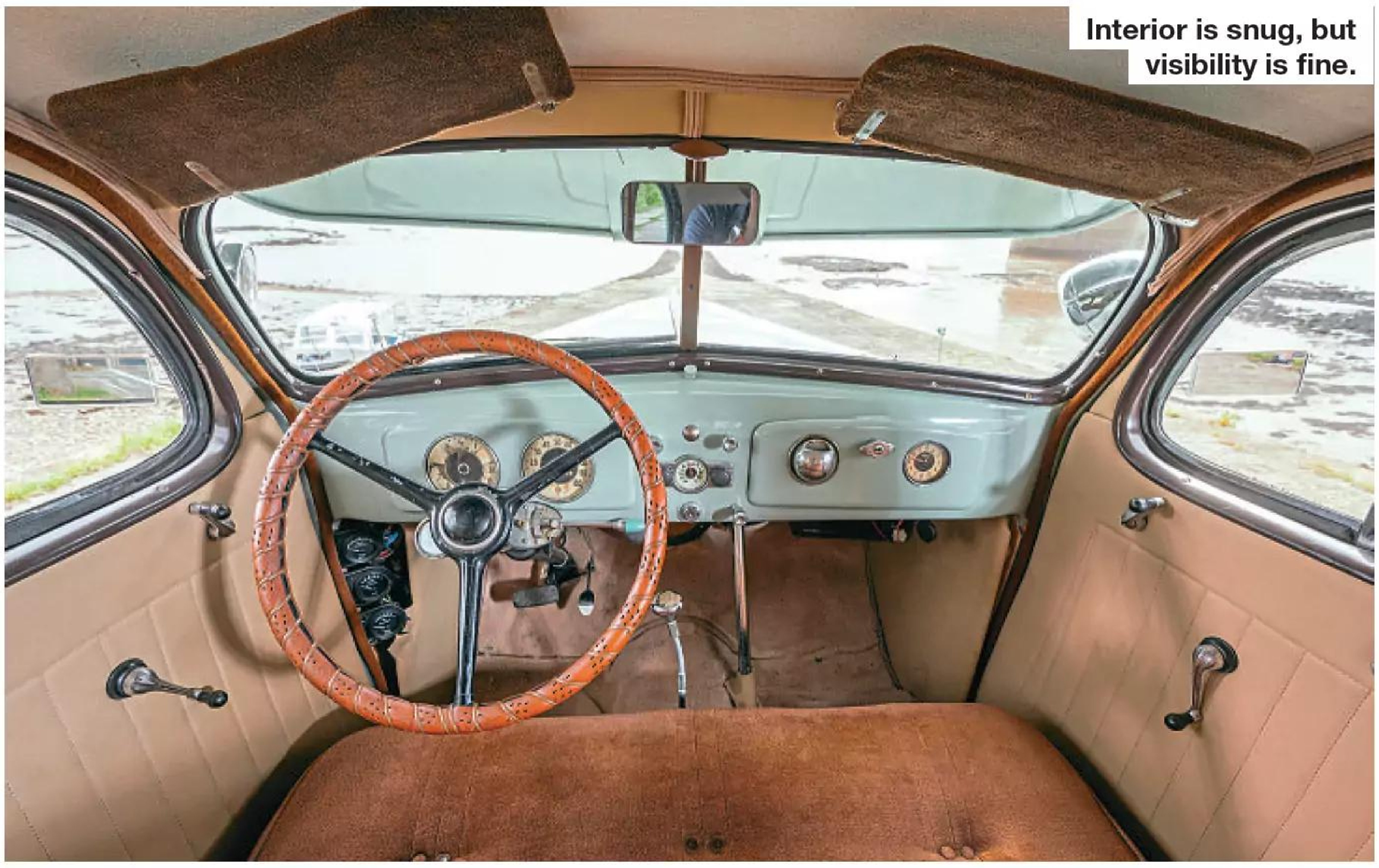

Interior is snug, but visibility is fine.

## Cutting Corners

"Although the body was largely rust-free, needing only a repair to the passenger side running board, when I stripped the body there were four dents in the roof, one in each corner. I believe it must have spent time in a junkyard with another car placed on top. It took me a while to panel beat out the dents, but in the end it only required a small skim of filler to finish. I suspect at some stage it was a Texas or Arizona car because when I took the body off, the chassis rails were filled with desert dirt. This is a car with a fully-boxed chassis – most were C-channel back then – so it took a lot of cleaning and blasting to get the rails back to bare metal for welding and painting. The frame got C-notched for axle clearance at the rear. While the rails remain largely stock, it originally had leaf springs front and rear, I left the front mounts in place, although the front axle is now a Mustang II unit and there are four-pot Wilwood disc-brakes all round.

"I also replaced all the body mounts and the strengthening frame within the body which are made from ash wood. I had a year to work on the chassis, while the body was in the spray shop. It's fair to say every nut and bolt has been replaced." With all this skilled work involved, I expect Mark to tell me that he's a mechanic, plumber or carpenter by trade yet, in fact, "I'm a barber," smiles Mark. "I just learned as I went." As for the paint colours used, "I don't know, I just chose a couple that looked correct and old from paint cards my painter had, I've no idea what they were."

Under the bonnet is not the expected 350cu in V8 so common in modern builds, "this era of lowrider was always straight-six powered, usually the original engine. I've fitted a slightly more modern alternative, it's a 250cu in six from a Camaro that offers a bit more power than the original 216cu in version, but still looks authentic to the car. I made the exhaust from three-inch pipe, with dual split headers into a two-inch system. It runs under the axle and actually sounds quite a bit like a V8."

Once the Chevrolet was finished, Mark and his son Codey took it on a 'gentle' drive to break it in, "we drove it for three and a half hours up to a car show in Peterborough. Looking back, that could have gone very wrong, but I had faith in the car and it didn't miss a beat there and back."

As to the future, "it's a car I'll keep," reckons Mark. "I'd rather spend my money on something I enjoy than just have it sitting in the bank. I did everything on the Chevy myself other than the paint, which has obviously kept the costs down. I'd guess in total, including purchase price, it owes me less than £15,000. Kids seem to love seeing it and so do the older folk. I hope Codey will take it on sometime in the future." ★

**Thanks to the Severn Area Rescue Association, Beachley, for their assistance with the location. See www.sara-rescue.org.uk**

Paint colour chosen looks right for this era of car.

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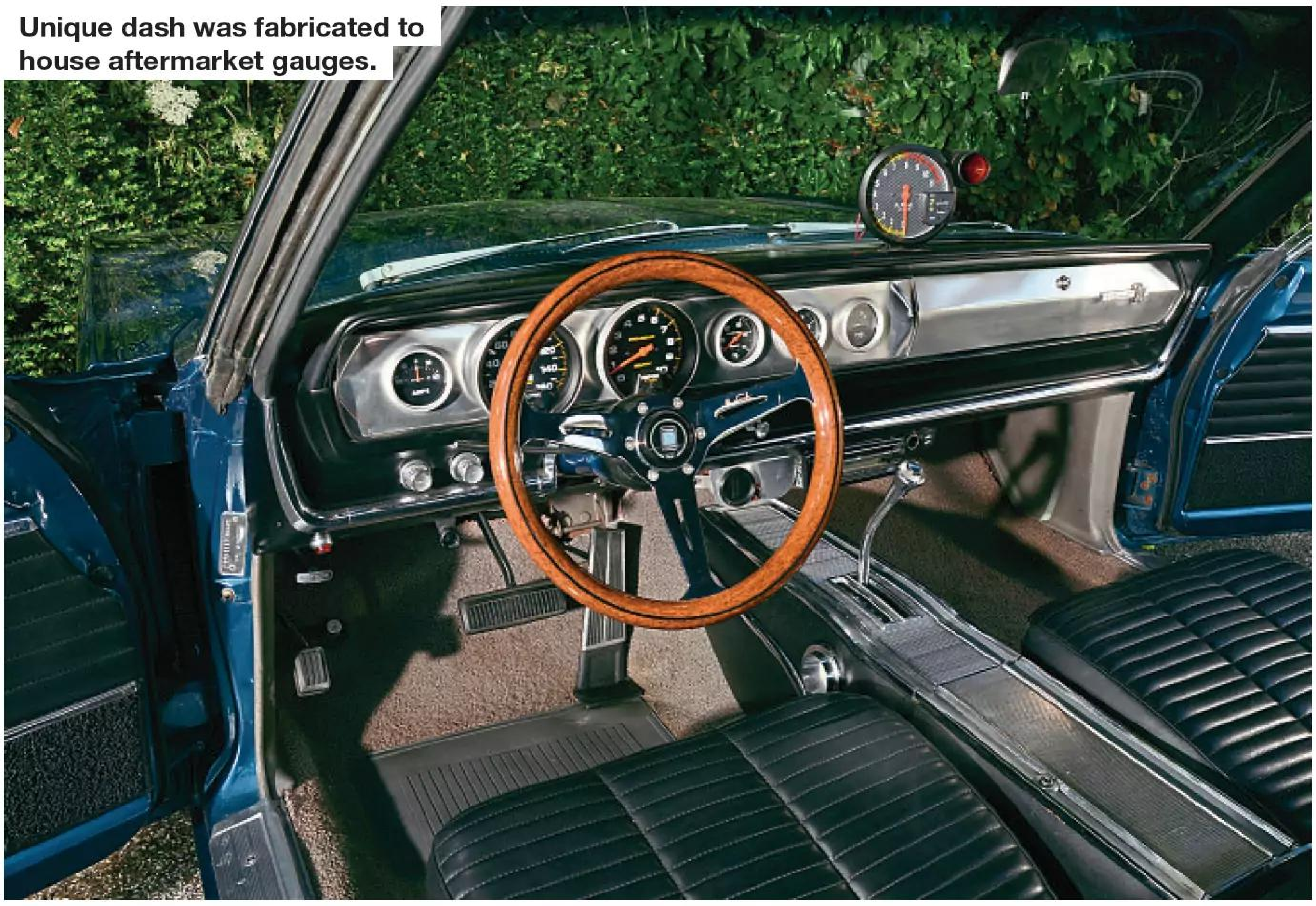
# Pentastar Perfection

Having quickly regretted the sale of his '69 Dodge Charger 440 RT, Matt Atherton couldn't resist the temptation of purchasing another Mopar as a replacement. This sublime 461bhp 1966 Coronet 500 appears to fit the bill perfectly as Jon Cass discovered…

**Words and Photography:** Jon Cass

Unique dash was fabricated to house aftermarket gauges.

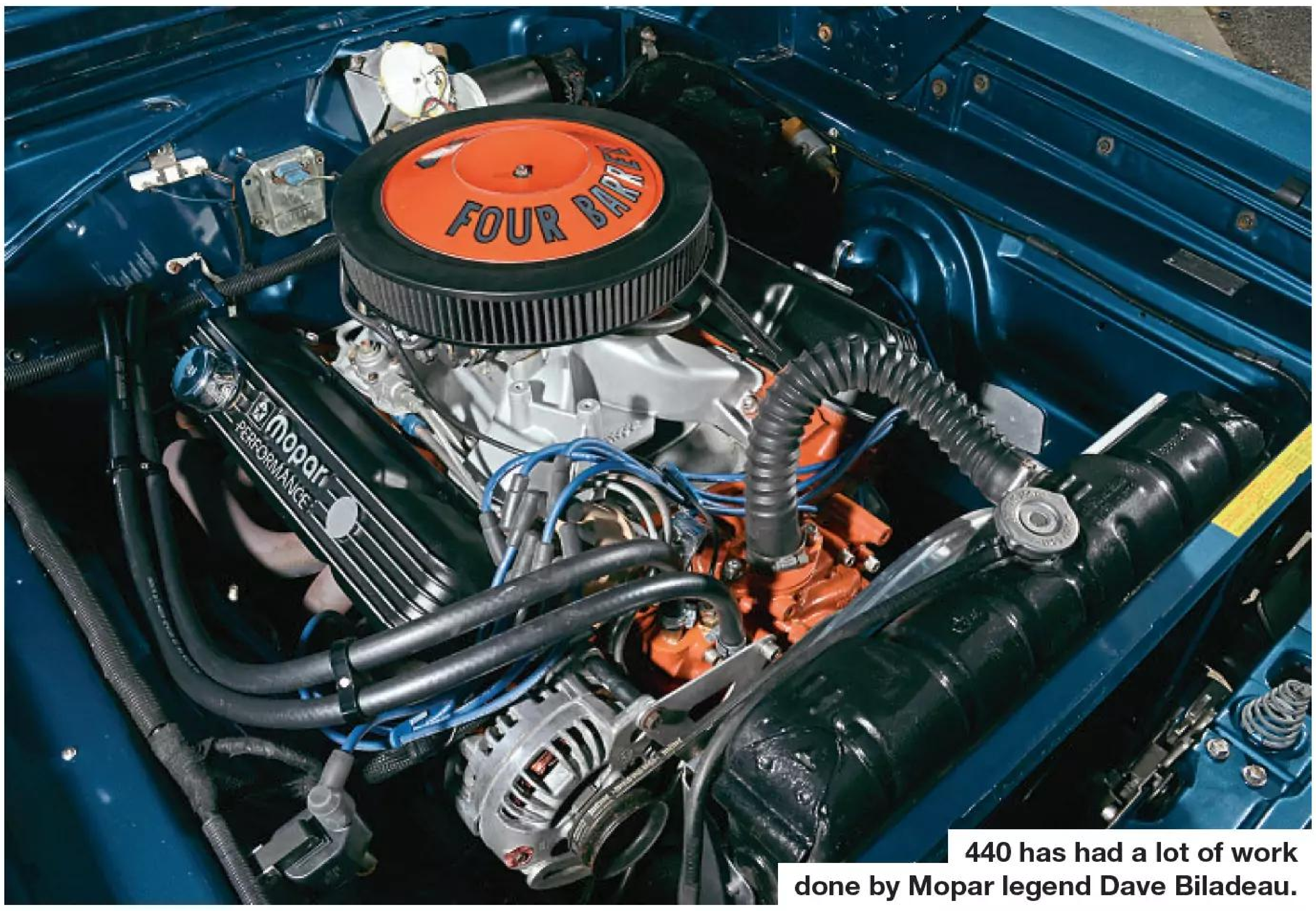


Matt hopes to achieve 11-second passes in the Coronet.

For those of you who grew up in the 70s and 80s, you'll probably remember the countless TV shows containing a car as the main star. Matt Atherton certainly does, and he reckons it's those same TV shows to blame for his never-ending addiction to fast and modified cars ever since: "Films like Smokey and the Bandit, Two Lane Black Top, Bullitt and TV shows, such as CHiPs and The Dukes of Hazzard, all played their part," Matt smiles; "even my dad could see my passion for cars wasn't just a phase I was going through and he started ordering car magazines for me from a very young age."

Matt's fascination for cars wasn't about to fizzle out by the time he reached his teens either; by 16 he was keen to get his hands dirty and began carrying out engine conversions on a variety of machinery from Europe and Japan. "I began installing VW's highly tuneable 1.8T engines in retro hatchbacks and estates," he recalls, "I've lost count of how many conversions I've done now." Among Matt's current collection is a Nissan Skyline R32 GTR, three Subaru Impreza Sti's and a 1980s VW Passat wagon running 300bhp, thanks to an Audi S3/VF34 turbo engine swap. That's an impressive collection, enough to keep most petrolheads happy for sure, but it turns out Matt has remained quite partial to those famous TV cars that first influenced his lifelong hobby too.

"The first American car I bought was a C4 Corvette when I was 22," Matt remembers. "Deep down, I'd wanted an older classic, but I was nervous about investing £10k into a car that would probably still need a lot of work." The relatively modern C4 seemed a far more sensible option and that way Matt could learn about driving, running and sourcing parts for a car that was never intended for British roads. "I've owned loads of Yanks over the years, but since my thirties I've remained faithful to the Mopar brand," Matt explains. Top of the wish list for many Mopar fans must surely be the '69 Charger RT and Matt was certainly no exception. "Around 10 years ago I managed to buy my dream American car," Matt recalls, "it was a '69 Dodge Charger RT 440 RT which went on to win prizes at many shows, including the Stars and Stripes show at Tatton Park in 2016."



440 has had a lot of work done by Mopar legend Dave Biladeau.

## Reality Bites

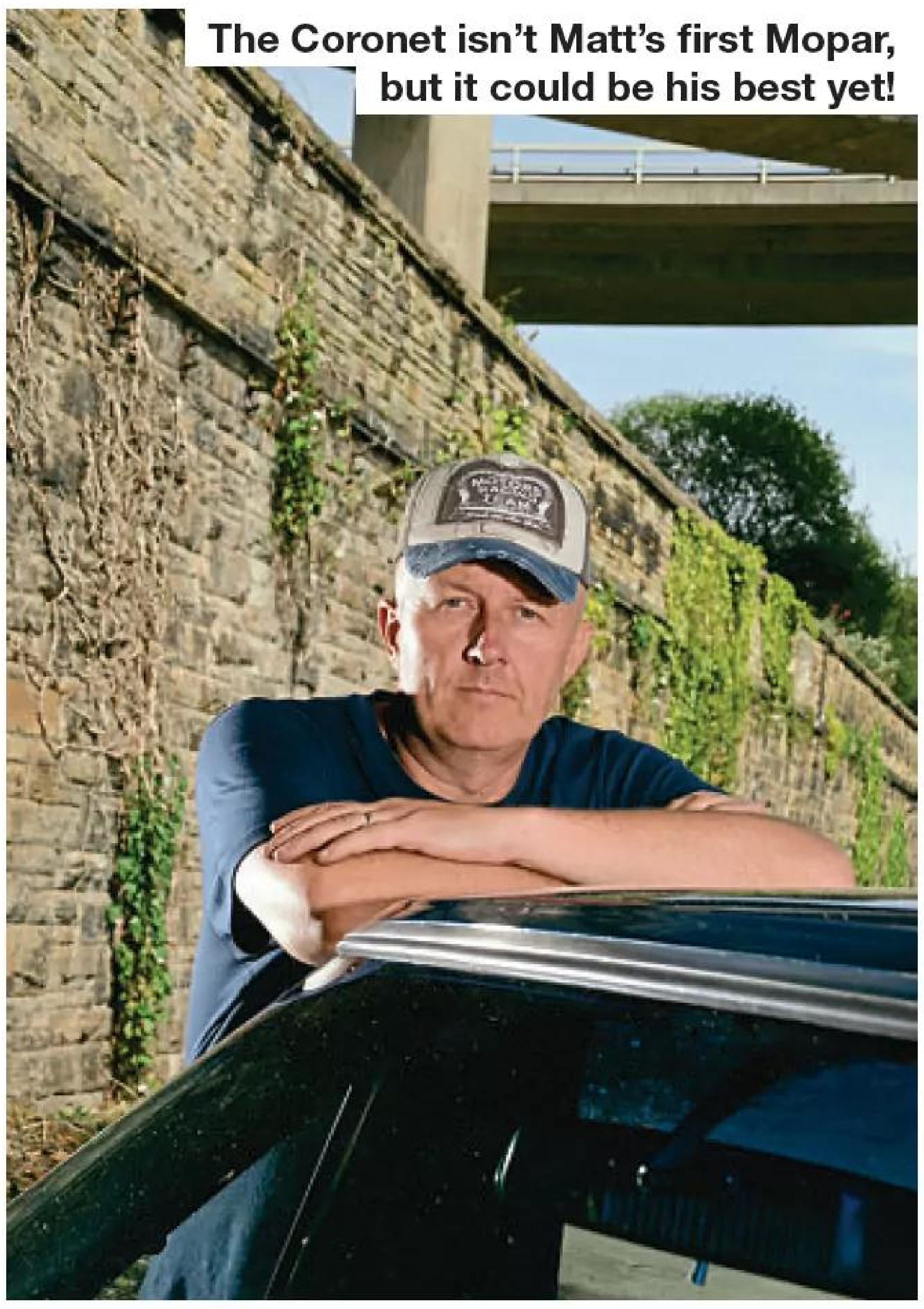
As you'd expect, Matt had no intention of ever letting go of the '69 RT but with a new business venture on the horizon a few years later, obtaining funds became a priority. "There was no other option, and I regretted selling the Charger straight away," he says. "Thankfully, the business venture worked out well and soon I found myself in a position to purchase another classic Mopar." Matt began by scouring the classifieds for Roadrunners and Chargers once again, but this time luck wasn't on his side. "I found all the examples that caught my eye had either just been sold, or had a deposit taken on them," he says, "I decided to broaden my horizons to include a mid-60s Mopar such as a Polara, Dart or Coronet."

This proved to be a wise move and, shortly after, Matt spotted an ad for a '66 Dodge Coronet 500 in Aqua Marine blue, "I checked the ad over several times and decided to contact the vendor," Matt says, "unfortunately, I was told another guy had just phoned and was about to ring back to leave a deposit." Finding himself in that now familiar position, Matt assumed he'd just missed out once again, but chose to be more persistent this time around, "I phoned the vendor back and asked if I was to leave a deposit straight away, would that secure the car? Matt explains, "I was told, first come, first served, so I left £500, and the Coronet was mine."

The following weekend, Matt along with his good pal Rob, drove the 200 miles to Swindon to collect the Coronet and take a closer look at what he'd just committed to. "The car had looked fantastic in the ad, but straight away I could see there were a few issues that would need sorting," Matt recalls, "but for a 60-year-old Dodge, it was in pretty good shape." Speaking to the enthusiastic and knowledgeable vendor, Matt learned the July '66-built Coronet had received a full professional bare metal restoration, including a change of colour from gold to blue, whilst in the states.

Taillights are plain and minimalist.

Transmission has been beefed up for 478lb ft of torque!



The Coronet isn't Matt's first Mopar, but it could be his best yet!

This work was undertaken sometime in the mid-90s, before it came to the UK in 2015. "The restoration had been carried out to a high standard and a 440 RB block fitted in place of the original 318cu in two-barrel V8," Matt says, "but the late 90s was now a long time ago and a few minor issues had since arisen." Despite those apparent issues, Matt would be the first to admit the Coronet would have been usable in its acquired condition, but he already had much more ambitious plans: "I really wanted this next Mopar to be taken to the next level," he grins, "I was keen to win shows and compete in drag racing, which meant fresh paint, more power, cooler wheels… the works!"

The transformation began with Matt pulling up a chair on to his driveway and looking around the car more thoroughly while he compiled a list of jobs which would need to be done. "The first task focused on the seemingly underpowered 1974 RB block 440cu in which didn't run well at all," Matt says. "My Charger had benefitted from a 500bhp Magnum 440 cu in V8 built by Dave Billadeau (www.billadeau-speed.co.uk / Tel. 07791 141170) and I hoped he'd be able to work his magic once again." As ever, Dave was only too happy to oblige and was able to quickly diagnose the Coronet's running issues, "the kick-down under hard acceleration wasn't working at all, the engine was pinking and running lean and the recent new cam hadn't been set up properly," Matt says, "Dave managed to sort all this and the difference in power was immediately noticeable."

## No Expense Spared

The build of this 440 RB has certainly had no expense spared, and with such delights as 452 ported and polished iron heads, a Purple 484 cam, an Edelbrock 650 Thunder carb, forged pistons, steel rods and hooker headers, its

»

Externally the Coronet looks almost Plain Jane, a real Q-car!

Matt's achieved a masterful stance with the Coronet.

Interior is minimalist black vinyl.

little wonder there's now 461bhp on tap with an impressive 478lb. ft. of torque! "I took it to AD Tuning in Blackburn to be tuned on the rolling road," Matt says, "this engine had managed a 12.8 second quarter mile with the previous owner at Santa Pod, but I'm hoping to make the 11s next year." Needless to say, the chassis and transmission have all been suitably upgraded too, thanks to a 3.55 rear end, 727 Torqueflite trans, an 8 ¾ Suregrip, along with Hotchkis adjustable shocks, Mopar Performance leaf springs, disc brakes all round and a Dr Diff propshaft. "The suspension geometry, fresh brakes and BF Goodrich tyres were all set up by Phoenix Motorsport (www.phoenixmotorsports.co.uk / Tel. 01254 384071) in Accrington. They did a great job," Matt adds.

In the meantime, Matt had gotten to grips with the bodyshell himself, spending a full three weeks on body prep before it was sent for paint, "I wouldn't have been so keen on the original metallic gold anyway," he tells us, "the switch to Aqua Marine blue in the 90s was much more to my liking, though it did now contain an array of imperfections." The top-notch respray was carried out by a good friend of Matt's and, at the same time, the badges on the wings and bonnet, along with the chrome wheel arch trims were all removed for a cleaner look. "I had the bumpers rechromed and imported fresh exterior trim from the USA," Matt points out, "I then freshened up the engine bay with new Mopar Performance rocker covers, a retro air filter and had all components removed, cleaned, repainted and replaced." Even the wiring has been tidied up and redone and a new heater box sourced for any potential winter journeys.

One of the biggest talking points of Matt's Coronet has to be those classic steel wheels and dog-dish chrome hub caps, "I prefer the discreet factory look, so alloys were out of the question," Matt says, "instead, I had the original 5.5J rims refurbished and widened to 7J at the front and 8J at the rear which adds a little more attitude." Matt's decision to take this route was the right one, no mistake! One aspect of the Coronet that didn't require any of Matt's attention was the interior, which had held up well since its 90s revamp. "Originally, the interior would have been

Dog dish hub caps scream ‘basic’ but that’s not’s what’s under the hood!

440
Radial T/A
BFGoodrich

**SPECIFICATIONS**

- 1974 440 Block
- 452 Iron Heads Polished/Ported
- 509 Cam (now a purple 484)
- Edelbrock 650 Thunder 18065 Carb
- Mopar Ali Intake
- Mopar Elec Ignition
- Forged Pistons
- Steel Rods
- Hooker Headers
- 727 Torque Flite
- 3.55 Rear End
- 8 3/4 Suregrip
- Holley Performance Elec Fuel Pump
- Mopar Performance Super Stock Competition Leaf Springs
- Hotchkis-tuned Adjustable Performance Series Shocks
- Disc Brake Conversion
- B & M Line Lock
- Dr Diff Propshaft

gold to match the paintwork,” he says, “but I much prefer the current black trim and carpet…” This was supplied by Legendary Auto Interiors (www.legendaryautointeriors.com / Tel 001 800 363 8804. / e-mail: info@legendaryautointeriors.com ). You may also have spotted the custom fabricated dash, complete with Pro Comp clocks and that wooden rimmed steering wheel, none of which look out of place here.

In fact, we could go as far to say this is one of the most well thought out Mopar rebuilds we’ve seen in quite some time, thanks to Matt’s keen eye and attention to detail. “The car drives really well and is 100% reliable,” he smiles, “it also seems to be a big crowd pleaser, although there is always the potential to gain a few extra horses under the hood.” Fittingly, the Coronet took the award for Best Muscle car at Tatton Park’s Stars and Stripes in July 2025 which pleased Matt no end, “I’m still in touch with the previous owner too and he’s become a good mate,” he adds. Whether this stunning ’66 Coronet will be staying with Matt long term, we’re not quite sure, as it appears he still has that itch for another ’68 Charger. Should he ever make that bold move, we expect Matt to raise the bar once again in his quest for Sixties Mopar perfection. ★

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561 RBF
562 BOB
563 BWD
563 VHW
564 KC
5655 UG
5663 KM
567 CBM
567 XJ
568 LHA
569 BFM
5695 PG
570 MM
570 NPE
5705 VC
5714 VM
572 FOT
58 KGG
5833 DA
5847 VU
587 CFC
5882 MU
5887 FM
59 JGN
59 PHW
59 USA
590 JWC
5905 DP
592 AAE
5962 UA
597 JNW
598 FLU
6 BAG
6 MPR
6 RUB
60 DYB
600 PN
602 CAE
6044 DF
607 STU
61 DUG
615 WAR
6176 MH
62 FCY
6207 DP
621 VAL
624 CE
628 AKV
6284 EL
63 BVT
63 RRY
630 LOO
633 CKR
636 FYN
64 JMD
641 JKO
643 YUS
6449 WF
645 FLD
6462 DN
6475 RK
65 NAN
6502 HE
6506 NB
6524 R
6525 PP
655 PJH
6552 PL
6553 ND
659 EBE
66 HA
6666 FC
6666 KL
6666 PG
6666 RG
6668 ND
667 ECD
669 ATO
6702 UB
671 DTT
6728 MM
674 BOB
674 BPW
674 DA
675 RE
6790 BH
6795 PW
68 GFR
681 MW
683 JOE
684 JRR
6887 NE
69 CWD
69 KE
6945 DA
697 GLW
6989 AP
699 JI
7 EYL
7 FPP
7 PTS
7 UT
70 JEF
70 LOW
700 ATF
700 KTF
701 PJH
701 YKN
708 LOP
709 JRR
710 PHA
720 AWN
720 AWN
724 DRY
7282 YZ
729 DCH
7296 DD
73 KBP
73 NE
730 BAX
7334 BP
734 CVJ
7354 TU
74 BBS

742 KBP
743 RTW
7461 PJ
7479 DD
748 PHA
7495 KK
75 DTB
751 BOL
751 RDV
753 LKP
754 AHR
754 TF
7553 FN
76 GTG
76 HUA
7612 PJ
7629 HA
764 HPA
768 DAN
77 DMR
772 GTW
777 FNW
777 MBJ
777 MYC
7777 CG
7777 LH
778 GLU
78 SUE
7817 BP
788 AWA
788 PJH
79 NTW
79 PAM
796 CKA
798 CML
7981 MT
7996 CD
8 ATY
8 KNW
8 PGJ
8 RWG
80 FW
800 TKN
801 L
801 L
8025 UE
803 BGF
804 ABK
805 NNN
8058 MC
81 MBO
810 CKY
810 CKY
8149 BH
8169 AC
817 KBM
8179 FM
8184 MC
8184 TW
819 PAL
82 BCJ
82 OWN
82 OWN
82 TDH
821 CKS
821 CKS
83 GRE
83 NSY
83 SUE
831 PP
832 MAE
834 LWL
8361 ET
84 KYD
84 WS
840 NKR
8406 K
842 LOW
842 LOW
843 MWL
843 PTT
843 TTC
8473 HA
851 HBC
853 YMB
855 PAR
8553 DD
86 ERB
86 FLF
86 JON
86 ND
86 ND
86 ND
860 JBM
8619 EV
8625 RW
8630 MG
8649 WD
866 RRB
8679 HJ
868 SHW
87 KBP
8713 EH
872 DTP
8735 JH
874 LUB
8783 JW
880 AHY
8809 SR
883 WAE
887 CAX
887 ECG
888 FPA
888 SUE
8888 CF
8888 HB
8888 LH
8888 PD
8888 SE
889 KOV
89 CWF
89 GHN
8908 DT
8927 HP
894 CWL
896 TMK
8961 WD
8969 NE
897 RAE
9 BAG
9 HYE
90 ENR
90 KTW
90 LF

9000 DE
901 CTN
901 GKF
906 DAE
907 RE
9074 PG
9080 TF
91 FLA
913 BKE
915 GOB
916 REA
92 JOF
9214 PE
922 PUO
9229 FD
925 DUG
9256 PJ
9267 MH
9301 BH
936 AUG
938 MAE
939 EPF
9401 RK
942 YUS
946 BY
946 BY
947 DK
9481 PK
9498 R
9563 RH
957 BPW
957 KFM
9571 FH
958 BEW
96 LN
96 NCG
9644 MW
97 TKE
973 ASM
975 GUB
9778 WA
9799 PL
98 HFK
9804 PJ
985 MOE
9886 SZ
990 MAL
994 PBM
999 ES
999 GP
999 MYX
9999 CD
9999 CL
9999 FW
9999 GH
9999 GW
9999 NM

**A**
A11 COT
A111 COT
A18 UNK
A199 JAY
A21 GGS
A25 OUL
A25 OUL
A25 OUL
A25 USY
A417 WAR
A451 STU
A460 PAT
A5 FAD
A6 PTH
A709 PAT
A8 RKM
A81 GGS
A81 RKE
A864 JAC
A873 MEL
A896 DUX
A911 DUX
A959 BKU
AAC 70N
AAH 188S
AAN 677
AAW 333
AAZ 855
AB 5933
AB07 TTS
AB07 TTT
AB19 BYK
AB19 EDD
AB21 GHT
ABE 17T
ABO 77T
ABU 7T
ADH 188S
ADL 132X
AFO 12D
AFZ 553
AGU 35T
AGW 59N
AGZ 1627
AIG 180
AIG 349
AJM 44C
ALY 661
ALZ 559
ALZ 560
ALZ 577
ALZ 980
AMJ 40L
ANN 783H
ANN 797H
ANT 287
ANZ 377
APA 13Y
APC 134N
APL 47T
APP 720J
AR71 ZAN
ARA 82A
ARC 116R
ARF 80Y
ARU 8Y
ARV 523
AS 3333
ASZ 2098
ASZ 2102
ASZ 474
ATV 36Y
AUD 135V
AVI 141
AVI 141

AVI 2864
AVI 4373
AVI 515
AVZ 2339
AWE 57T
AWF 732
AWT 461
AYA 55A
AYZ 4480

**B**
B1 JST
B1 OAP
B10 FAT
B10 PES
B10 UTH
B115 ETT
B125 TAL
B15 CHO
B16 EDD
B16 KCH
B165 TOW
B166 TOP
B168 RYN
B21 EAD
B22 EAD
B3 REL
B4 NEY
B4 SET
B57 AGG
B6 ATY
B60 OTH
B834 VER
BAG 935S
BAH 77T
BAR 120N
BAR 121K
BAR 121N
BAR 123T
BAR 71N
BAR 77N
BAS 11L
BAS 242
BAS 477
BAS 835
BAZ 1657
BAZ 380
BAZ 668
BAZ 7646
BAZ 933
BAZ 993
BAZ 996
BB 1938
BBA 53Y
BBA 570N
BBC 929B
BBK 69
BBM 628
BBR 166S
BBU 7T
BBZ 803
BCA 10W
BCA 120L
BCX 911
BDK 85
BEA 1T
BEA 570N
BET 228
BEZ 240
BEZ 4347
BF 7561
BFP 822
BG 6372
BGR 36
BHA 77T
BHD 24
BHE 4P
BHO 74R
BIG 188
BIG 2272
BIG 2551
BIG 370
BIG 460
BIG 655
BIG 699
BIG 8411
BLA 993Y
BLO 77S
BNG 114M
BNR 8Y
BNZ 480
BOB 805S
BOB 805S
BOD 56Y
BOL 701N
BOL 701V
BOL 77S
BON 533R
BOO 853X
BOO 856X
BOP 50S
BOR 152V
BOU 107H
BOU 108H
BOW 36N
BOW 967E
BPL 47T
BRA 17T
BRA 550K
BRA 77T
BRA 7T
BRA 99
BRA 991T
BRD 996
BRE 14D
BRE 35Y
BRE 51N
BRE 70Y
BRE 770T
BRE 771Y
BRE 78Y
BRU 119A
BRU 3L
BRY 110T
BRY 417T
BS 8063
BS 9787
BSK 994
BSS 430
BSV 659
BSZ 1047
BSZ 434
BTM 92L
BTW 756

BUR 61S
BUY 14W
BVP 629
BWC 44
BWE 57T
BYZ 2125
BYZ 2126
BYZ 7036

**C**
C11 OKA
C12 RON
C13 TOD
C21 EDA
C21 GHT
C22 DER
C23 ANK
C233 JOE
C24 ANK
C359 JGL
C4 LEL
C4 NES
C4 REN
C41 HAM
C411 LOW
C412 ONS
C453 PAC
C47 ONS
C54 MAL
C701 MAK
C737 MAK
C96 PER
C96 PER
CA 3982
CAB 135H
CAB 50N
CAB 574R
CAB 608W
CAB 805S
CAB 805S
CAC 53Y
CAD 50N
CAE 110S
CAL 110W
CAL 150P
CAN 1F
CAR 105K
CAR 14A
CAR 15N
CAR 185T
CAR 6N
CAR 70N
CAS 11W
CAS 590A
CAV 380Y
CAZ 5044
CAZ 720
CBR 750N
CBU 7T
CBW 32V
CCA 116W
CEZ 13
CFM 115S
CG 3478
CG 4844
CGZ 2071
CHA 210T
CHO 74L
CHR 930
CHU 25T
CHU 770N
CHU 812
CHU 88Y
CHZ 530
CIL 6575
CIL 9290
CJN 988
CJS 41
CKE 188
CLU 88S
CMO 713Y
CMZ 7626
CMZ 7647
CN 541
CNZ 3426
CO 5095
COA 57S
COA 77S
COE 693
COL 173R
COL 30V
CON 311V
COO 153X
COO 165T
COO 180X
COV 311S
COV 800K
COV 80S
COX 31V
COX 576V
COX 792C
CPA 107T
CPE 76
CPH 927
CR15 PCO
CRA 138L
CRE 3T
CRE 45T
CRE 59Y
CSH 824E
CSJ 215
CSK 628
CUP 5C
CUR 715E
CUT 53T
CUT 810W
CYB 46
CYN 700
CYZ 4547
CYZ 4549

**D**
D111 ERY
D114 NDS
D14 RYS
D15 TEV
D21 AMA
D22 AMA
D24 NTS
D25 ARA
D25 USY
D26 AMS
D26 AMS
D34 BLO

D4 SSU
D6 JBR
D620 LFX
D735 PAT
D872 PAM
D951 MON
DAH 107F
DAK 117S
DAL 107T
DAN 316
DAR 12T
DAR 7S
DAV 135D
DAV 135N
DAV 135V
DAV 15F
DAV 15L
DAV 3N
DAW 17T
DAW 54T
DAZ 620
DB 2242
DB 6301
DBC 766T
DCA 120L
DCK 236B
DCK 75B
DEB 501V
DEE 41L
DEL 128Y
DEL 661T
DEM 953Y
DES 1N
DEZ 903
DFW 99
DGZ 2444
DH 9336
DHK 499
DHZ 646
DHZ 771
DIG 120
DIG 7578
DIW 976
DJ 3886
DJI 7757
DLZ 3850
DN 3754
DNG 34
DNH 528
DNP 481N
DOD 580Y
DOL 50N
DOL 781
DON 875V
DOR 668
DOU 6K
DOV 688
DOW 17S
DR 3284
DR21 LEY
DRA 932S
DRA 96R
DRE 5S
DRE 64N
DRR 499E
DS 6798
DS 7975
DSD 44
DSJ 852
DSL 473R
DSU 378
DSV 306
DSW 93
DSZ 114
DSZ 1224
DSZ 2106
DSZ 2107
DUG 528C
DUG 55S
DUJ 240T
DUR 120Y
DUT 81C
DV 6243
DV 9195
DWC 711
DWV 805S
DYL 101V
DYW 15
DYZ 911

**E**
E17 VES
E21 JAM
E24 NNA
E259 JAN
E26 MJB
E282 LYN
E290 DAN
E3 PAT

E390 MEL
E54 NDS
E551 TON
E6 NYC
E78 ERY
E8 ECK
E81 AKE
E859 DAN
EAL 57
EAM 518
EAS 153X
EAZ 998
EB 9035
EBA 570N
EBR 199S
EBU 7T
EBZ 667
EBZ 766
EDB 35T
EDD 115K
EDD 11T
EDD 171T
EDD 17T
EE 1329
EE 9471
EE 9941
EEL 507T
EFC 416
EFC 794
EG 8945
EGK 682
EHC 329
EHL 50
EHN 335H
EKJ 348
ELL 152J
ELL 187T
ELL 4Y
ELS 16W
ELW 15Y
ELY 107T
ELY 823C
EMA 635S
EMA 65K
EMH 4
ENG 147D
ENN 73
ENR 38
ENY 4S
EPW 35T
ER 5646
ERG 73
ESE 536
EST 116D
ETA 18
ETA 710R
ETH 305V
ETT 135S
EUI 20
EVG 559H
EVL 505

**F**
F11 PGH
F110 RNE
F145 ETH
F21 TTS
F25 DJB
F25 USY
F26 EDA
F36 ANS
F46 ANS
F51 DHU
F57 OCK
F6 EAN
F636 DOM
F666 COV
F8 EAN
F83 RRY
F843 ROY
FAB 118S
FAB 59S
FAB 805S
FAJ 56L
FAK 13Y
FAL 805S
FAR 7Y
FAT 138Y
FAT 80Y
FAV 147C
FAX 11V
FAZ 310
FBR 199S
FBR 83
FCE 86
FCR 888
FDS 733D
FED 353
FEL 827
FET 332
FEZ 9999
FF 6760
FH 1849
FHE 829
FHZ 878
FIL 2171
FIL 5155
FIL 942
FJR 696
FL 3887
FLA 66S
FLA 91T
FLE 33T
FLE 517Y
FLV 1S
FLY 440T
FMZ 911
FNB 535C
FNB 551C
FON 6L
FOO 711E
FOR 576R

FOR 883S
FOS 733R
FOW 153X
FOX 720N
FR 301
FR 9034
FRO 57T
FRO 64T
FRO 661T
FRO 664T
FRW 975
FRY 5S
FRY 5V
FS 842
FSR 47
FSU 361
FSZ 1502
FSZ 1610
FUG 3Y
FUM 80Y
FUR 12Y
FUR 70N
FXU 39

**G**
G 1002
G11 PJW
G2 TAX
G21 AND
G21 CHY
G21 DGE
G21 GHT
G21 OUT
G22 ANS
G26 MJB
G350 HEX
G4 ROT
G511 ORT
G6 COD
G84 CON
GAL 73N
GAM 811N
GAM 838J
GAR 189L
GAR 1D
GAR 1H
GAR 1X
GAR 501N
GAT 3N
GAV 117S
GAZ 344
GAZ 9141
GB21 DGE
GBA 69
GBH 185
GBO 877
GBR 150N
GBR 199S
GBR 499
GBZ 566
GCN 254

GCO 955
GDE 444W
GE 1414
GEA 70N
GEE 5H
GEF 340V
GEJ 20
GEN 77S
GER 1A
GFX 125L
GFX 464D
GFX 488D
GGO 55S
GHA 770N
GHB 739V
GHW 477S
GIB 471
GIB 69
GIL 15
GIL 2325
GIL 2803
GIL 430
GIL 6393
GJI 4728
GJI 570
GJK 608
GJT 123D
GJT 138D
GJY 401
GK 776
GKC 50
GL 5918
GLA 231T
GLE 350N
GLZ 2222
GNR 74
GOB 58N
GOB 5W
GOB 81L
GOL 50N
GOL 81N
GOO 1E
GOR 84N
GOV 88W
GOW 9N
GP 3090
GPR 251
GPU 113N
GR69 VES
GRA 70N
GRA 713V
GRA 758N
GRA 78N
GRA 990N
GRD 23
GRD 932
GRE 169N
GRE 16K
GRE 50N
GRE 609N
GRE 610N
GRE 950N
GRZ 999
GS18 SON
GSK 535
GSK 741
GSL 734
GSU 180
GSU 933
GSZ 3031
GSZ 3526
GTP 608
GUE 846
GUI 1
GUN 58N
GUR 111T
GUS 74R
GUY 534L
GV 7091
GWL 329

**H**
H15 HBY
H21 CUT
H21 GHT
H22 JAM
H22 LOW
H362 XRS
H4 TAC
H417 SEN
H541 MON
H57 ONE
H9 PMC
HA 8930
HAB 18N
HAB 40J
HAB 40S
HAB 84S
HAB 86N

## AUTUMN CLEAROUT

**ALL NUMBERS ARE PLUS 20% VAT**
**+ £80 TRANSFER FEE**
**Can be transferred immediately subject to terms or supplied on a retention certificate**

### ALL £50

F854 KRM
G905 UNU
H653 LJA
J317 DCD
H660 LJO
LCL 516A
N934 NAP
P678 DEP
PGU 938K
R206 EAL
UEY 734T
WTN 863A
WWU 206J
Y868 UKE

### ALL £100

ACU 447L
AVG 558D
A624 GAP
A860 TBW
B741 ABH
C540 KTH
DL70 UDY
DHJ 863B
E149 DNB
EFX 391C
EMV 495T
F577 FVF
FNB 629C
G919 UNU
HVK 712C
JVG 817M
KGY 502V
MVG 508C
N658 KLA
OGU 754D
ORR 174P
PUA 457D
R109 EAL
RHR 283C
S499 FAJ
T504 MAU
T709 TBD
TRJ 634R
UBD 257G
VBD 142R
VEF 316M
W576 NDA
XMW 629A
XUJ 237S
XJT 170B
Y902 ONY
Y921 ONY
Y995 NAL
YEL 657S

## *CHOOSE YOUR INITIALS!!*

**Prefix Plates**
1. First pick letters with A-E, G, H, J-Y
2. Numbers 1-20 (higher numbers subject to availability)
3. Add your 3 letters (not I, Q or Z)

**E3 PAT**

**Current Style Plates**
1. First pick 2 letters (not I, Q or Z)
2. Choose from 51, 02, 52, 03, 53 04, 54, 05, 55, 06, 56, 07, etc
3. Add 3 letters (not I or Q)

**GB21 DGE**

Most Initials available

HAG 3E
HAL 350V
HAL 4N
HAL 4N
HAL 550N
HAL 58N
HAL 77S
HAN 120W
HAN 444B
HAP 3N
HAR 153N
HAR 19Y
HAR 87S
HAT 58N
HAT 837
HAV 80Y
HAW 50N
HAW 53Y
HAY 733V
HAY 796V
HAZ 430
HC 7831
HCK 144E
HCK 345
HCT 58
HE 4948
HED 63N
HEG 50N
HEL 317S
HEL 317V
HEL 31V
HEL 41V
HEM 58Y
HEN 570N
HEN 70N
HEN 71N
HER 56F
HES 46
HES 70N
HET 215
HEW 177W
HEW 377S
HEX 3N
HFE 1N
HGR 33N
HH 7834
HIG 5556
HIL 640
HIL 7454
HIL 998
HL 8674
HLZ 5555
HN 5141
HNM 5
HNO 8N
HNZ 3333
HO 1234
HOB 135N
HOB 50W
HOB 850N
HOB 85H
HOB 85L
HOD 635N
HOD 937T
HOL 101W
HOL 70N
HOL 73N
HOL 78N
HOL 7W
HOO 50N
HOO 531N
HOR 53N
HOR 58N
HOR 701N
HOR 702N
HOR 733N
HOT 70N
HOT 711L
HOY 733N
HRT 81
HSH 934Y
HSH 997Y
HSZ 4024
HSZ 4042
HSZ 8384
HTK 954
HUB 42D
HUG 35N
HUG 637S
HUG 637T
HUI 19
HUM 33R
HUM 813S
HUN 71N
HUN 7N
HUP 1N
HUR 57T
HUR 57V
HUR 7Y
HUT 701N
HUT 71N
HUT 76N
HVG 853
HVS 58N
HYE 28

**I**
IAZ 344
IJI 843
IKZ 446

**J**
J111 SUK
J114 NDS
J14 MJD
J2 ONH
J21 LEY
J23 CAM
J324 RDS
J45 ONB
J5 EAT
J5 EAT
J74 PPA
J81 GGS
J950 UTH
JA22 OMS
JAA 15L
JAB 81N
JAC 444
JAD 35V
JAG 163Y
JAL 150P
JAL 53N
JAM 53E

JAM 99S
JAN 35S
JAO 419
JAO 4L
JAP 17N
JAR 120N
JAR 35Y
JAR 450N
JAR 50N
JAR 60N
JAS 500N
JAT 117T
JAV 51W
JAW 31V
JAW 472
JAZ 340
JAZ 59
JB 1931
JB 370
JB 3995
JBB 906
JBM 990F
JBU 770N
JBZ 778
JC 1270
JCR 999P
JCU 77S
JCZ 876
JDB 50N
JDJ 256
JDK 228N
JDY 200
JE22 ALD
JE22 YSS
JEA 501V
JEL 50N
JEM 41
JES 1W
JES 773R
JES 945
JEU 106
JEZ 7278
JEZ 7672
JF 1581
JFZ 223
JG 5102
JG 8696
JGL 876
JGU 662C
JGZ 5576
JHO 850N
JIB 181
JIL 4221
JIW 1537
JIW 653
JKH 910L
JL 2272
JLX 24
JM 2105
JM 4045
JM 8753
JMB 733Y
JMR 702
JMW 693
JN 3773
JNO 74Y
JOA 14N
JOA 14N
JOA 17P
JOB 8S
JOG 3R
JON 135W
JON 53N
JOY 91V
JPA 261V
JPY 27
JR 3590
JR 8891
JRA 63N
JRS 971
JRZ 166
JRZ 1831
JS 4835
JS 5086
JS 5379
JSA 228G
JSK 204
JUD 68S
JUF 648
JUK 5W
JUL 104N
JUL 106N
JUL 113N
JUL 16N
JUO 17H
JVV 896
JW 9206
JWE 738C
JWK 941
JWO 71N
JWO 94N
JWR 458Y
JWR 467Y
JWR 916Y
JY 4635
JY 632
JY 9237
JYA 51N
JYC 25
JYW 59

**K**
K1 DUM
K121 LEY
K13 URN
K2 PNA
K21 MOD
K21 NCE
K21 OSS
K21 VET
K21 VYN
K25 EAL
K25 HAW
K25 HOT
K25 LOW
K25 NGS
K25 SON
K27 DOG
K28 CAB
K28 CAT
K28 ONE
K31 EAN
K57 AGG
K8 ANK

KAB 354N
KAC 70N
KAG 429
KAL 550N
KAR 12Y
KAR 317P
KAR 317V
KAS 160
KAS 802
KAS 839
KAT 35V
KAU 550N
KAW 54N
KAY 537V
KAY 83V
KAZ 7692
KAZ 9777
KAZ 9934
KAZ 998
KBC 552
KBD 76
KBL 35N
KBL 41N
KBS 3
KBS 5
KBZ 640
KCH 38N
KCO 2T
KCW 335
KCY 847
KD 7091
KDB 355
KDG 89
KDG 977
KDN 563
KDZ 911
KEA 524
KEC 125
KEL 10G
KEN 33P
KEN 54P
KEN 761
KET 323
KFC 47
KFL 78
KFN 421
KGL 83
KHE 4P
KIG 151
KJ 1673
KJI 613
KJU 774
KKH 778N
KOL 766
KOR 12Y
KOT 6Y
KPR 41
KPW 260N
KPW 41N
KRG 99
KRU 25L
KRW 724
KRZ 1799
KS 5531
KSA 398
KSV 777
KSW 413S
KUC 144
KUG 123
KUN 189
KUO 3
KUR 26
KV 2156
KV 4505
KW 1369
KWA 83
KWC 688
KYL 13M
KYL 13S
KYL 38K
KZ 7687

**L**
L20 DUB
L355 TER
LAB 377E
LAB 37T
LAC 70N
LAG 464
LAL 14W
LAR 99E
LAZ 8
LBF 57
LBS 105
LCR 539
LDD 87
LE22 TER
LEE 366
LEG 155
LEG 37T
LEG 6P
LEG 785W
LEL 150N
LEN 297P
LEN 941H
LEP 84
LES 13R
LET 810
LEV 177Y
LEW 847H
LFB 428
LFM 310N
LFM 354N
LFM 380N
LFM 454N
LFR 340
LGT 709N
LGZ 3565
LGZ 6323
LIG 9721
LJ 5961
LJR 691
LKO 555
LL 9252
LMO 51
LNB 269
LNH 979
LNO 901
LOC 41X
LOJ 4X
LOM 45S
LON 680X
LON 680X
LOR 3R

LOU 158P
LOV 3P
LOW 312Y
LOX 500
LPO 111Y
LPR 51M
LRT 657
LRU 5H
LSA 11Y
LSD 578
LSD 823
LSG 41N
LSG 47N
LT 879
LUE 5P
LUE 7V
LUG 70P
LUN 45S
LUR 4L
LVA 11
LWG 66
LYB 11E
LYC 3E
LYL 3N
LYN 200P
LYN 21P
LYN 78P
LYN 87X

**M**
M 1212
M1 KWB
M25 OUL
M26 EAN
M26 EAN
M311 COX
M35 HEL
M420 HYS
M425 HAL
M53 LBY
M737 DAV
MAA 697
MAB 813Y
MAB 837T
MAC 346V
MAH 33D
MAH 41E
MAH 41P
MAL 338W
MAL 357P
MAP 408
MAP 55S
MAR 63L
MAR 63P
MAR 647E
MAR 771V
MAR 9E
MAS 537
MAS 6Y
MAT 235S
MAZ 366
MAZ 399
MB 517
MB21 DGE
MBW 911E
MCC 427
MCV 4N
MCV 4N
MCW 84G
MCW 94G
MCZ 511
MDW 855
ME21 VYN
MEL 145P
MEL 15F
MFA 54
MFA 870
MFF 104
MFO 283
MG 5725
MGZ 1283
MGZ 4896
MHE 4P
MIG 180
MIG 180
MIG 4444
MIG 460
MIL 6299
MJ 1785
MJI 221
MJI 344
MJI 551
MMW 157
MNH 138K
MOA 72X
MOE 566X
MOE 856P
MOG 331P
MOG 735X
MOL 73N
MOO 14H
MOR 155R
MOR 318Y
MOR 73R
MOS 51S
MOT 3L
MOT 76Y
MOV 13X
MOW 13R
MOW 3R
MOW 9R
MOY 124P
MPA 607
MPY 17E
MR 479
MRC 46P
MRR 10W
MRR 19W
MRR 45W
MRZ 2638
MS18 SON
MSV 878
MTJ 26
MTP 89
MTU 41C
MU 550
MUI 720
MUI 881
MWJ 292
MWL 161
MWL 45
MXZ 3310
MYR 4P

**N**
N1 OBE
N111 HHH
N13 LEW
N25 SAN
N25 TAR
N258 KLB
N411 CAR
N42 EEM
N45 EER
N48 EER
N504 BYA
N55 USY
N6 KGM
N658 KLA
N934 NAP
NAD 99M
NAJ 18P
NAJ 18W
NAL 368E
NAN 70N
NAS 13R
NAS 377
NAS 385
NAS 386
NAS 54R
NAS 628
NAS 70R
NAT 11S
NAV 306F
NAV 330S
NAZ 255
NBD 52
NBN 50
NDD 958
NED 87P
NEE 42
NEJ 64R
NEL 870
NET 53X
NEW 31P
NEW 55S
NEW 574R
NGZ 1012
NGZ 1022
NJ 364
NJ 4544
NJA 50N
NJT 477H
NJZ 227
NKO 886
NMA 660T
NME 110R
NN 7271
NNW 5
NOB 13X
NOB 56X
NOB 80X
NOH 712
NOW 938
NPA 910
NPN 307
NR 5
NRG 71
NRZ 474
NSJ 871
NSX 352A
NTG 269P
NUS 7Y
NUT 1E
NUT 741S
NV 850
NV 9830
NWX 5
NY 2364

**O**
OAK 3S
OAN 16L
OAN 20
OAS 70R
OBH 513
OBZ 552
OD 620
OD 7902
ODE 122F
OEA 7
OEA 7
OER 1M
OFB 547
OG 7375
OGZ 5449
OIL 460
OIL 8242
OK 310
OLY 268P
OMA 110Y
ONE 41L
ONE 7L
OOO 560D
ORU 15
OXZ 1031
OYS 45

**P**
P111 LOK
P111 LUK
P147 TSY
P154 GPE
P20 000
P872 LSM
PAD 1P
PAD 260W
PAD 63T
PAE 49
PAG 33E
PAL 70R
PAM 11D
PAM 11D
PAM 14R
PAM 153R
PAM 15R
PAO 165P
PAR 37H
PAR 53L
PAS 533S
PAS 5S
PAT 18M
PAT 210K
PAT 31S
PAT 34M
PAV 62J
PAW 903

PAZ 1
PB21 DGE
PB21 GHT
PBE 39
PBJ 49
PBN 822
PBU 7S
PCA 123Y
PCA 50N
PCD 667
PCR 8M
PCS 81R
PEA 133R
PEA 73R
PEE 805S
PEE 805S
PEG 199
PEG 555
PEG 5R
PEN 155S
PEN 677S
PEN 81
PEP 3R
PEP 53Y
PER 121N
PES 183M
PET 73R
PET 80Y
PFB 112
PFL 542
PFN 25S
PGW 23
PGW 234
PGZ 1264
PGZ 1265
PHA 998
PHH 61P
PHP 488
PIA 9746
PIJ 3252
PIL 15
PIL 4
PKH 130P
PL 5049
PLA 73R
PLE 888
PLM 69
PLZ 262
PM 9510
PMB 359
PN 7018
PNS 6
POD 663
POL 320
POM 333Y
POM 3Y
POT 312S
POW 311F
POW 805S
POW 805S
PPM 449
PRE 553R
PRU 684
PRU 783
PRW 569
PRZ 1016
PRZ 2635
PSU 606
PTA 827
PTH 37S
PTK 90
PTT 444
PTU 1
PUE 236
PUI 3333
PUL 14N
PUL 58Y
PUL 70N
PUT 3R
PUT 71N
PUT 73R
PWA 77S
PWN 6Y
PWN 900R
PWU 119P
PWU 144P
PXI 966
PXK 6
PXM 349
PXZ 1834
PXZ 1835

**R**
R 5587
R135 EAL
R145 EAL
R157 EAL
R225 EAL
R235 EAL
R348 OAY
R6 MWC
R86 ERS
R95 EAL
RAE 785G
RAG 55S
RAJ 599X
RAL 41N
RAM 518
RAN 386L
RAR 50S
RAS 74S
RAT 113R
RAV 276X
RAV 934R
RAY 162M
RAY 213R
RAY 45G
RAY 553
RAY 697
RAY 729N
RAY 84R
RAY 854
RAY 93R
RAZ 1370
RAZ 59
RB 1749
RB 332
RB21 GHT
RBO 329
RC 100
RCA 53Y
RCA 544B
RCA 550B
RCH 34M

RCH 41M
RCH 42D
RCH 510M
RCH 519M
RCS 18
RD 3197
RD 3350
RD 4041
RD 8371
RE 1896
RE 8979
REC 703R
REE 744S
REE 805S
REE 805S
REG 417M
REG 417R
REG 51R
RET 120F
RET 20C
RET 20D
RET 20E
RET 20S
REY 360S
REY 4T
RFM 828L
RG 3805
RG 6659
RG 8305
RGO 964
RGZ 1018
RGZ 2806
RIG 180
RIJ 803
RJ 951
RJB 70P
RJE 5S
RJG 176G
RJI 988
RKY 64
RL 7024
RM 9559
RM 9807
RMA 498
RMO 113R
RMO 415
RN 908
RNR 80P
RNU 153
ROB 135
ROB 83Y
ROD 53N
ROD 88
ROG 33R
ROG 63R
ROH 17B
ROJ 570
ROM 93Y
RON 579Y
RON 843M
RON 862M
ROO 173Y
ROT 80S
ROW 113Y
ROW 417S
ROY 674
RPE 73R
RPE 76R
RPE 8
RRH 874
RRZ 1089
RRZ 1206
RRZ 1207
RST 855S
RSU 643
RSY 4L
RT 3959
RUB 3R
RUB 83R
RUF 53X
RUG 3R
RUG 504
RUG 63R
RUG 8R
RUL 911E
RUS 31W
RUS 683M
RUV 41N
RUX 75
RVT 135
RVY 733
RYK 895

**S**
S10 AMS
S111 CKS
S121 PAT
S144 BNT
S17 JNA
S17 OWS
S30 KEN
S312 SBD
S41 MNP
S499 FAJ
S6 PGJ
S7 UBS
S701 NES
S90 DRU
S950 SBD
S964 SBD
SAL 73R
SAL 7T
SAN 580Y
SAR 81R
SAV 80D
SAY 170R
SAZ 1
SAZ 996
SBO 55Y
SBU 12R
SBX 668
SBZ 337
SC 1771
SC 3307
SCA 12R
SCA 73P
SCA 73R
SCO 713L
SCR 33N
SEA 701V
SEA 820K
SEL 150N
SEL 50N
SEL 50N

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# THE HENRY FORD MUSEUM, DEARBORN, MICHIGAN

We explore one of the 'must-see' museums of any visit to the Detroit area: the Henry Ford Museum of American Innovation in Dearborn, Michigan…

**Words & Photography:** Christopher Tilley

Even if you're not a Ford fan? That's no reason to skip this incredible Museum on your next visit to the States. Yes, there are Fords inside, let's not shy away from that, but they're surrounded by all marques, carefully curated to tell broader stories of innovation. And, it's not just about cars; planes, trains, and automobiles rub shoulders with experimental housing, homewares and, on this visit, even Hallmark Christmas decorations!

The Henry Ford experience is essentially split into three major attractions, the Museum of American Innovation, the Rouge Factory Tour, and Greenfield Village. Put simply, there's no way to do all three justice in a single day, due to both their size and the unmistakable presence of history you'll witness at every turn. The Rouge Factory Tour showcases the vehicles it has brought to life over the decades, including the Model A, Thunderbird and, until recently, the Mustang.

Today, it offers a rare, protected glimpse into the assembly of the F-150, helping to inspire the next generation of manufacturing talent. Then there's Greenfield Village, a living museum where, in an almost town-like setting, you can step inside Edison's "Invention Factory" or his Fort Myers laboratory, the one which doubled as the covert design site of Ford's first V8 engine; hidden in plain sight, because it was already part of a museum! You can take it all in from the back seat of a Model T with an enthusiastic driver or aboard a steam locomotive that circles the site.

However, for the true motorhead, the Museum of American Innovation is where dreams come alive. Race cars, presidential limousines, concept cars, and immersive cinemas highlight the significance of Detroit's legendary Woodward

››

Some strings attached…the simplicity of a "faster horse".

Presidential limousines; if they could talk, both could tell fascinating stories!

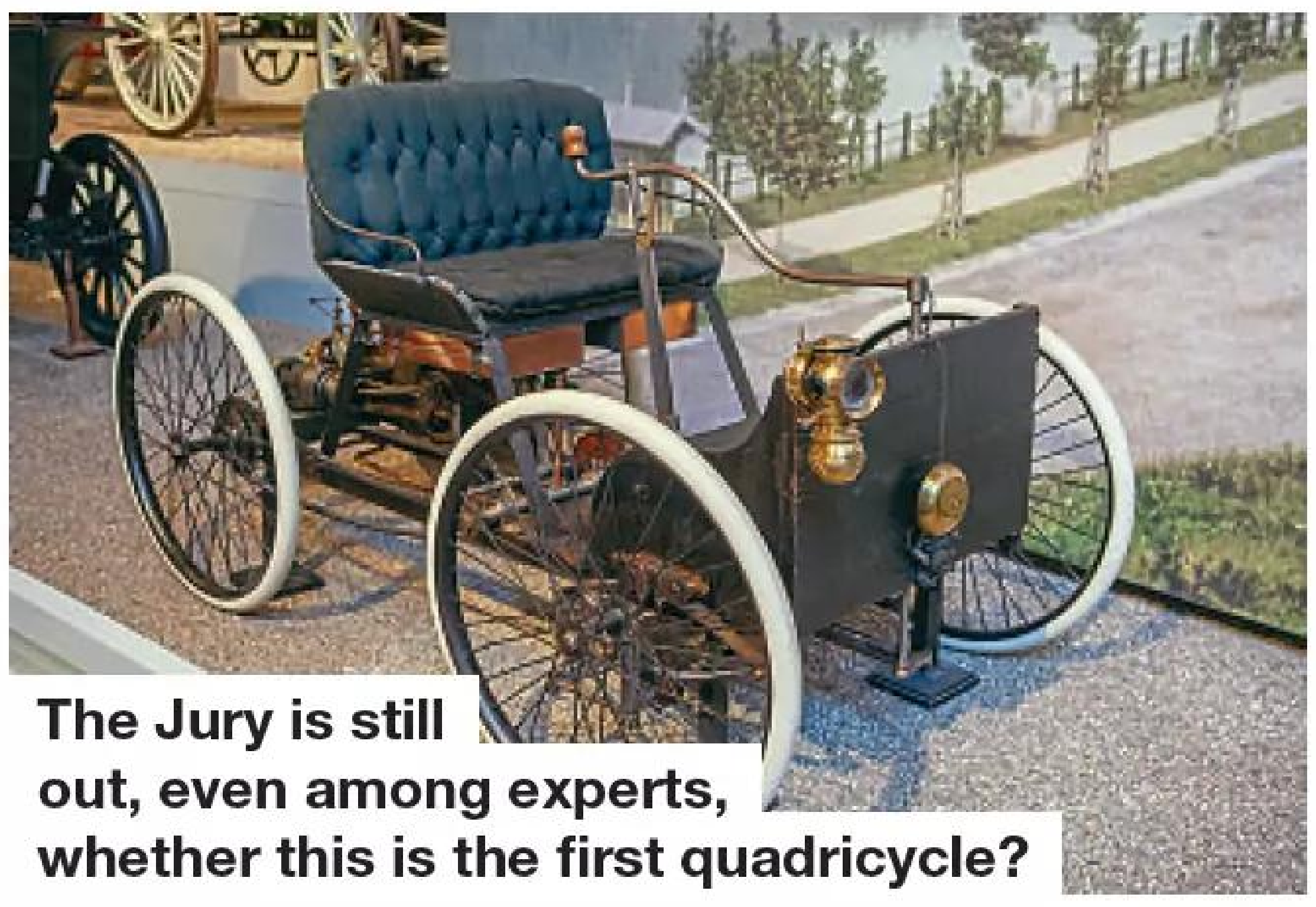
Play It Safe

An experimental safety car - who knew it could also be so much fun?

MOLD-A-RAMA
MOLD-A-RAMA

Mould-A-Rama: make a car from plastic almost as fast as Ford could make a Model T.

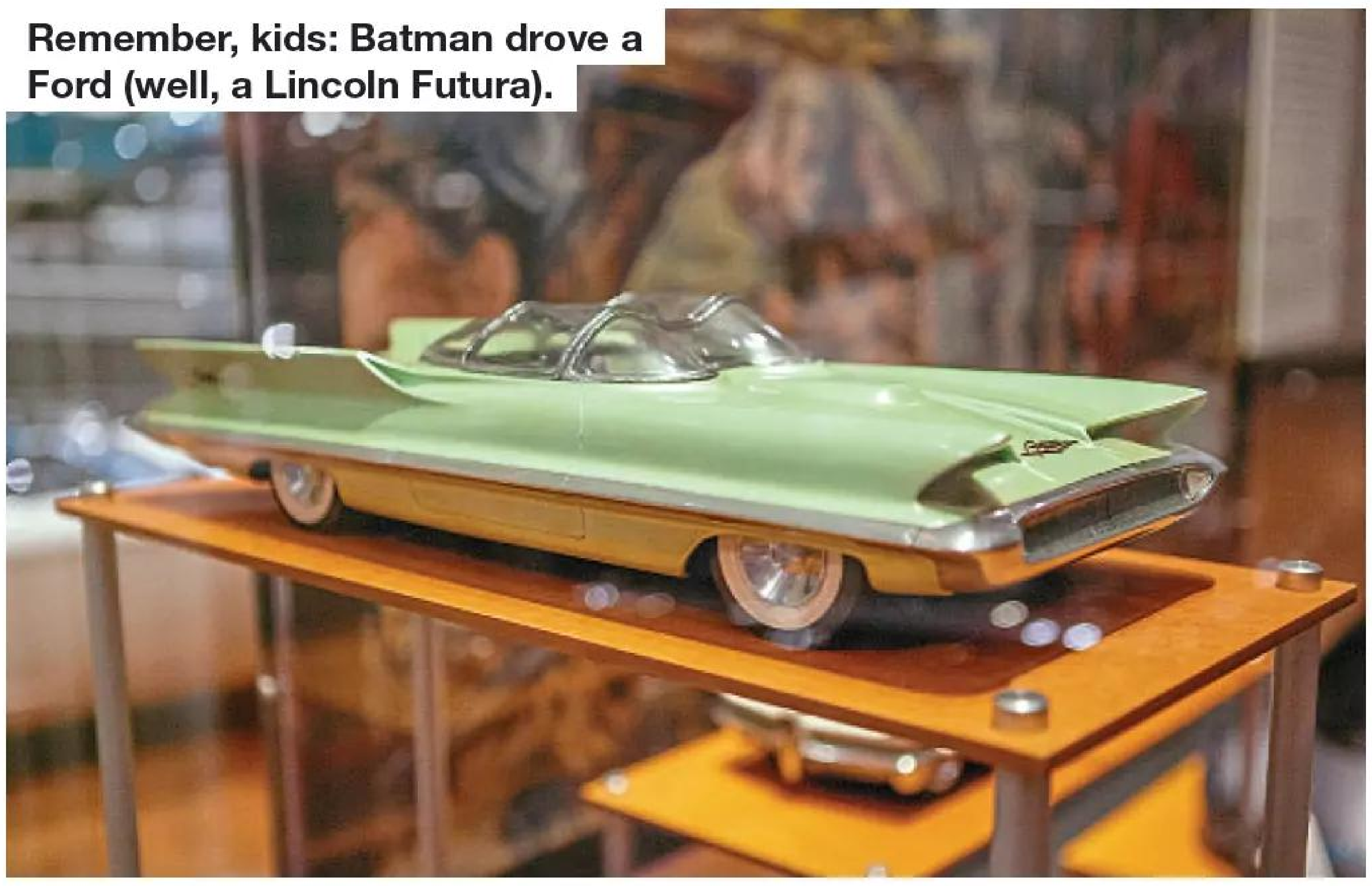
Everything has a first: this is the first four-way traffic light.



The Jury is still out, even among experts, whether this is the first quadricycle?

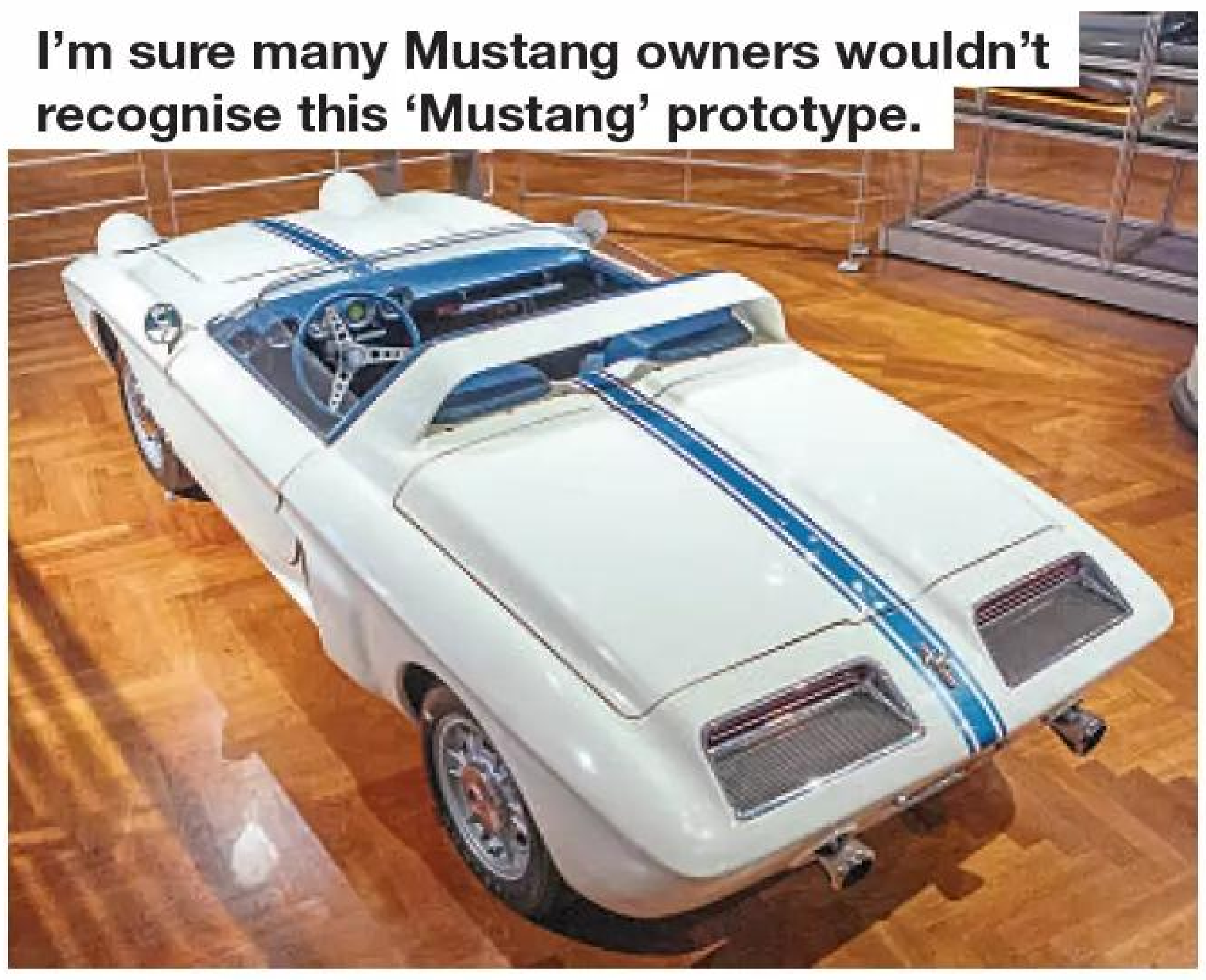
Any colour you like, as long as it's… oh, wait!

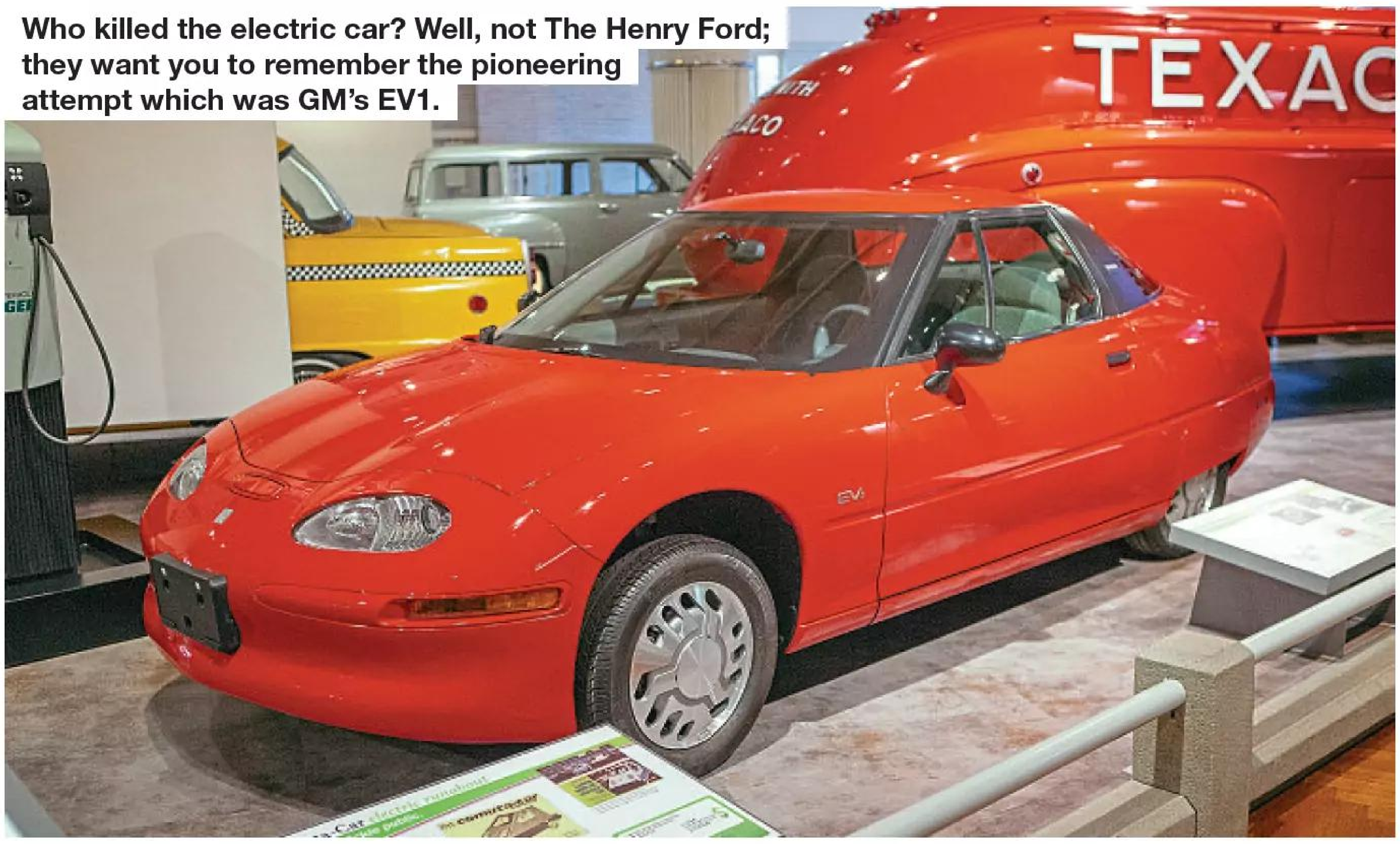
SPEED LIMIT 70 55


Remember, kids: Batman drove a Ford (well, a Lincoln Futura).

Robocop, a hero of Detroit, helped popularise the Ford Taurus.

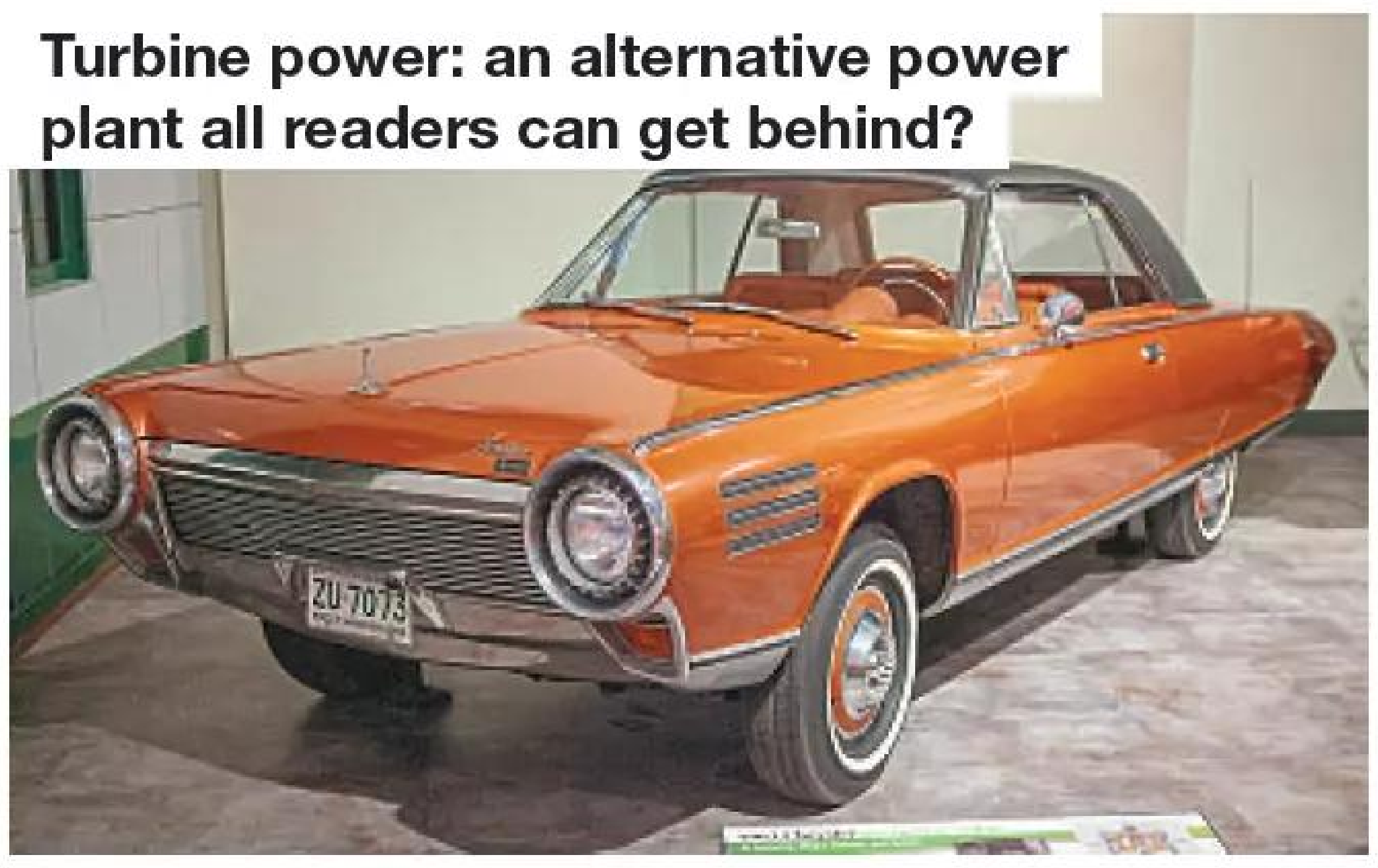
Lamy's
DINER

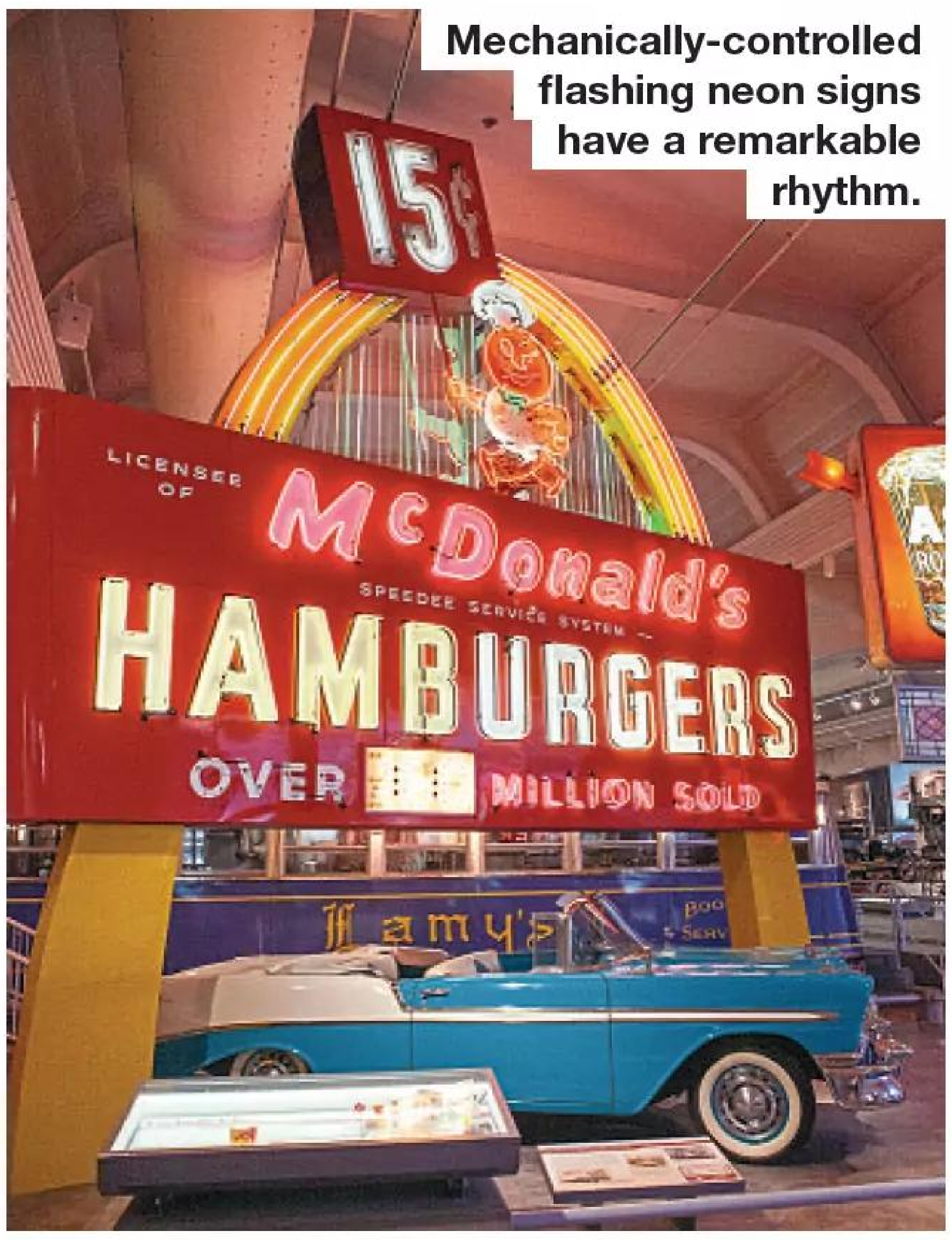

I'm sure many Mustang owners wouldn't recognise this 'Mustang' prototype.

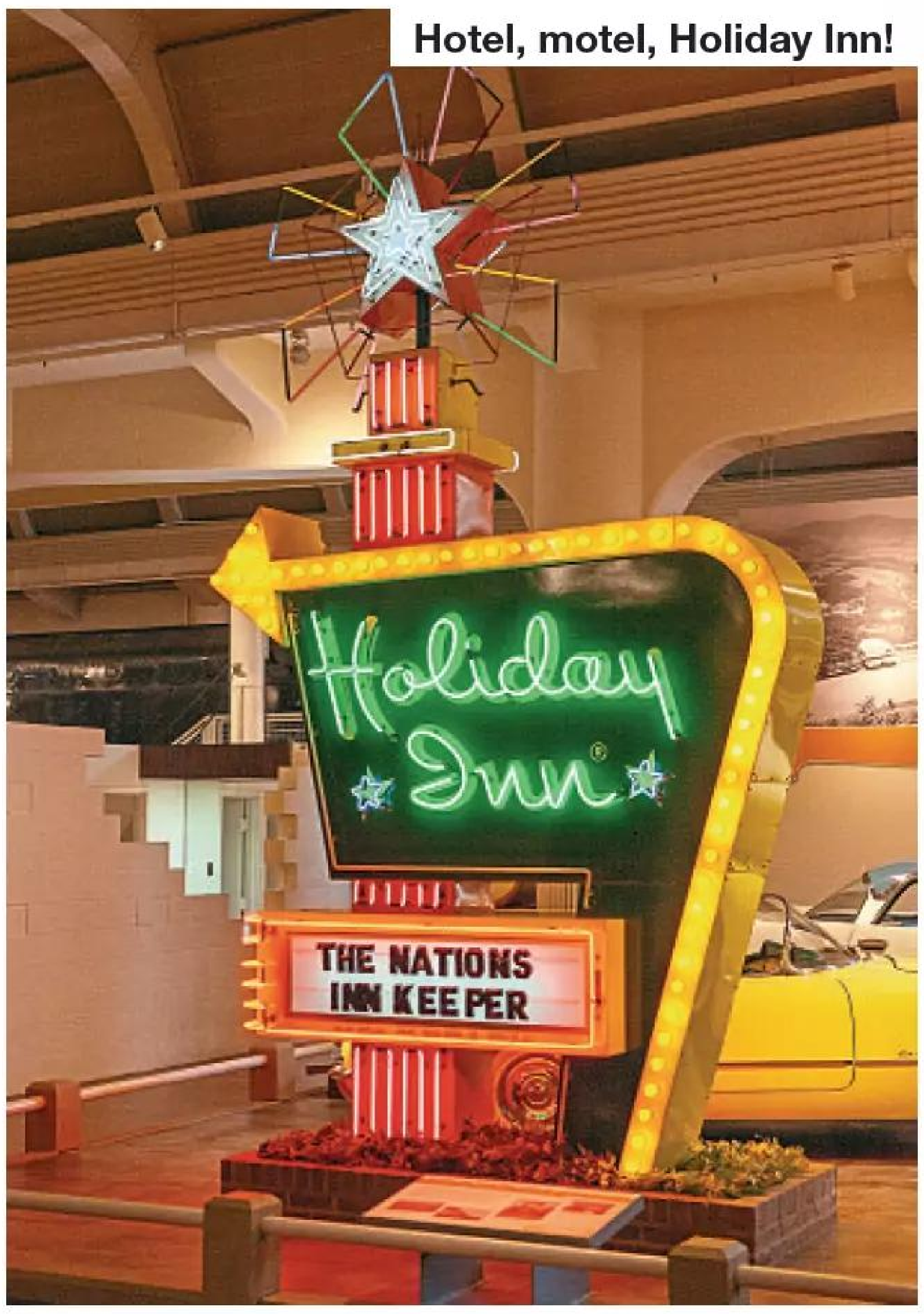

Who killed the electric car? Well, not The Henry Ford; they want you to remember the pioneering attempt which was GM's EV1.

DOUGLAS AUTO
THEATRE
DRIVING
AMERICA

Holiday Inn


Turbine power: an alternative power plant all readers can get behind?


Mechanically-controlled flashing neon signs have a remarkable rhythm.
15¢
LICENSEE OF
McDonald's
SPEEDEE SERVICE SYSTEM
HAMBURGERS
OVER MILLION SOLD


Hotel, motel, Holiday Inn!
Holiday Inn
THE NATIONS
INN KEEPER

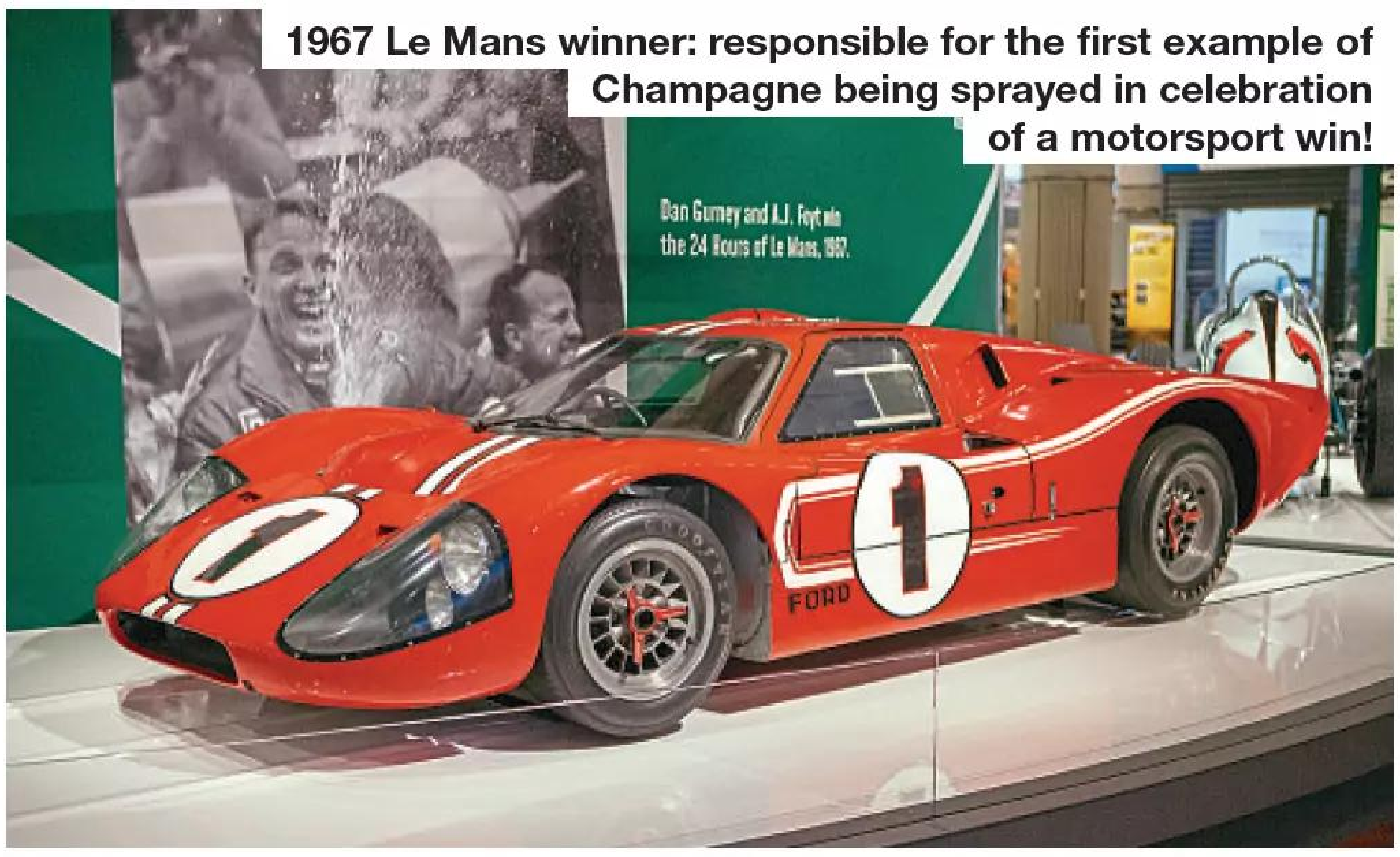
DRIVEN TO WIN
RACING IN AMERICA
127
WHISNANT CADILLAC CO.
ANDREWS & JOHNSON AUTO SERV.

34
427 CU. IN.
Ford Galaxie

V CARRERA PANAMERICANA MEXICO
127
Chevrolet Camaro
OFFICIAL PACE CAR
SS

Race cars & pace cars: everyone loves stickers on a car!

1967 Le Mans winner: responsible for the first example of Champagne being sprayed in celebration of a motorsport win!


Dan Gurney and A.J. Foyt win the 24 Hours of Le Mans, 1967.
1
FORD

Do you have a future as NASCAR pit crew? You can try it out in this interactive display.

RACING IN AMERICA
TO WIN
CHEVROLET
9
mtn dew
GOODYEAR

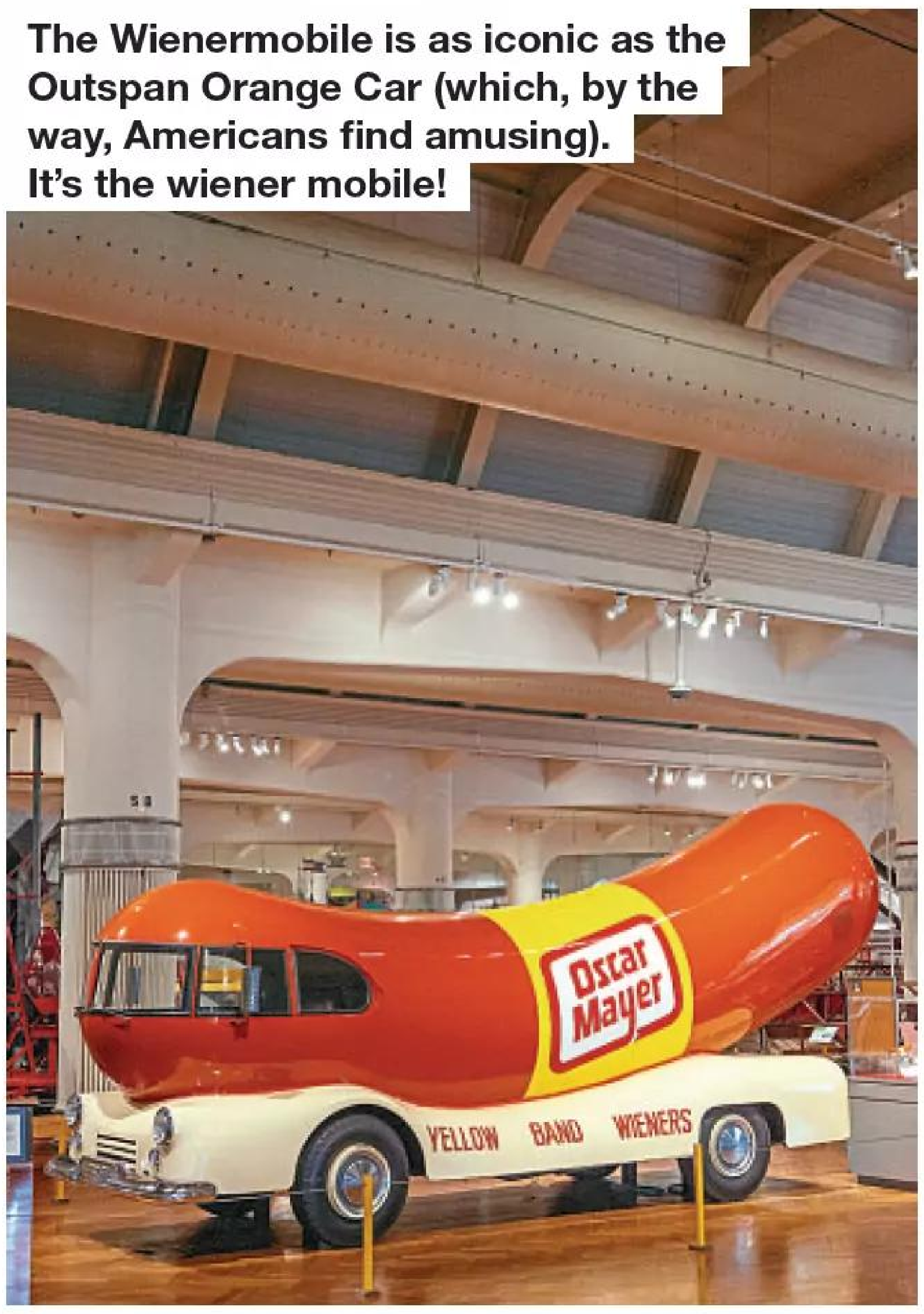
If the Americans are good at one thing, it's showmanship. RIP Ken Block.

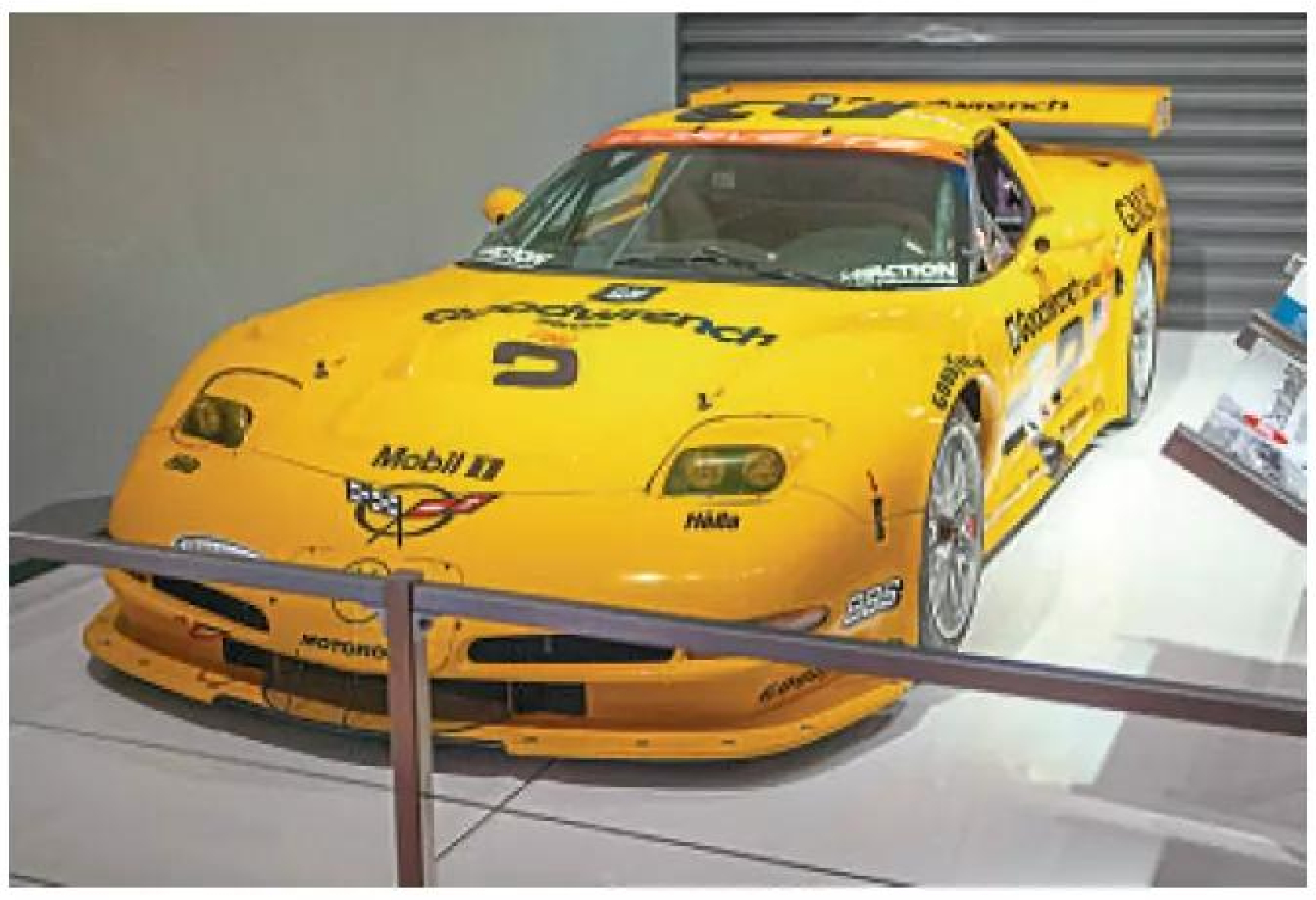
SHOWMANSHIP
Racing as Entertainment
STUTZ
43

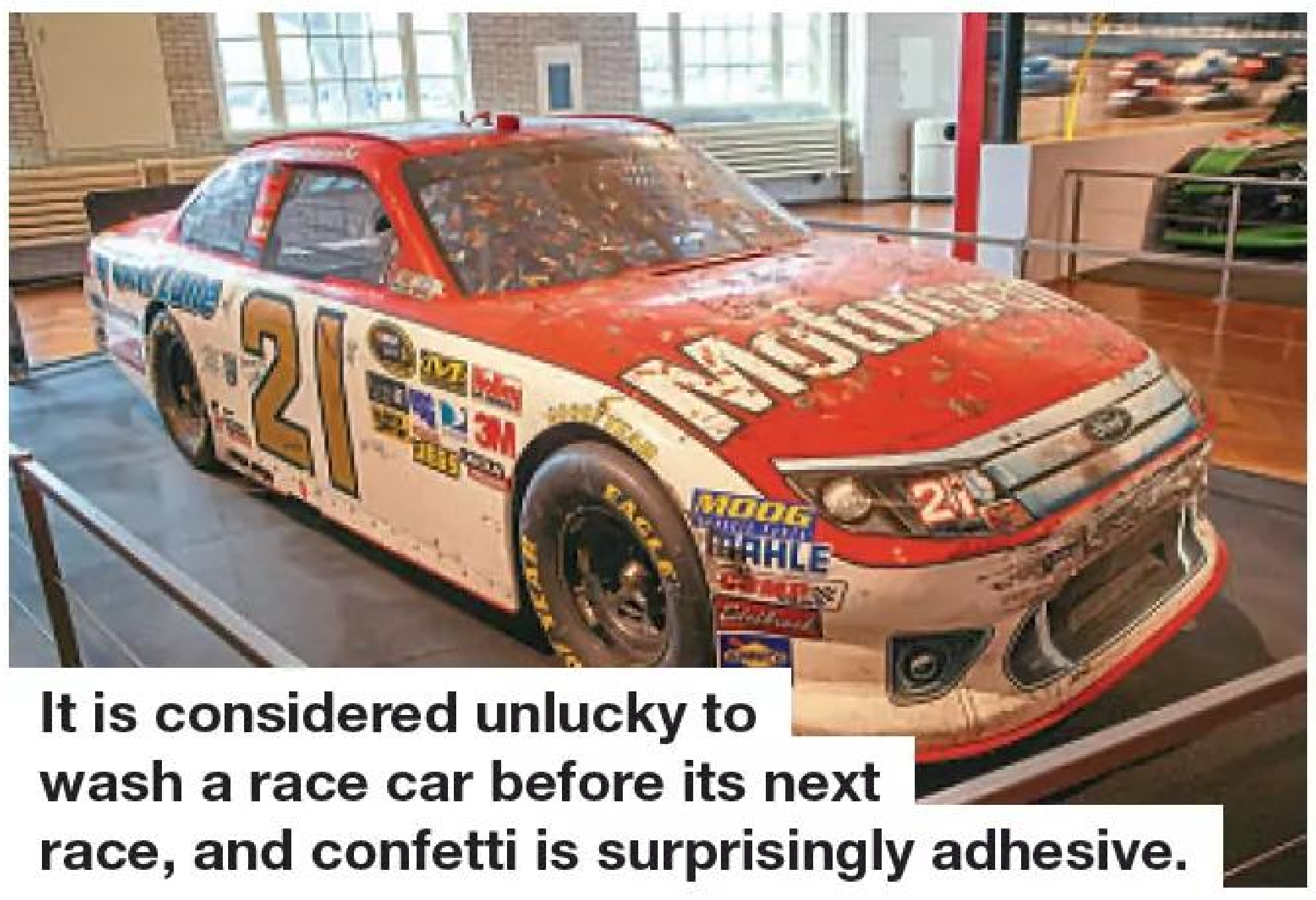
It's just a race car with a licence plate? Well, no…

68
Multimatic MOTORSPORTS
Ford
6

The Wienermobile is as iconic as the Outspan Orange Car (which, by the way, Americans find amusing). It's the wiener mobile!


Oscar Mayer
YELLOW BAND WIENERS





It is considered unlucky to wash a race car before its next race, and confetti is surprisingly adhesive.

Pistons and props were also beloved by the Blue Oval.

Moving while standing still, the Rosa Parks bus commands respect.

Two GM cars, but very different eras.

What else would you expect to find beneath an upturned ship's hull but a Douglas DC-3?

Watch an F150 get built!

Now, exclusively Ford F-150 production. The Rouge plant was responsible for Mustangs for over 50 years!

A timeline of icons: The Legacy Gallery showcases vehicles manufactured at the Rouge Plant.

Avenue. The Museum reminds us that everything has a "first" and many of those automotive firsts are right here, not as models or recreations, but the actual vehicles themselves; all thanks to Ford's commitment to celebrating American innovation.

No five-page article can truly capture the depth and wonder of these places. So, do the right thing and make The Henry Ford part of your next American adventure; you can thank me later! In the meantime, a massive thank-you to Angela at The Henry Ford for taking time out of her hectic schedule to give us a warm welcome and tour the highlights, and to Pure Michigan for making the connection possible.

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With a unique anti-corrosion formulation, HR oils protect against ethanol-related corrosion in engines that are infrequently used, as well as the damaging effects of dry starts.

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MERCURY CYCLONE
Ford

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## PART 2

Last month Jeff Koch offered his top 10 unstressed upgrades to make your classic car more reliable and more drivable - this month we'll be looking at even more!

**Words & Photography:** Jeff Koch

### 1. Aluminium Intake

**Pros: Lighter, easily-enough installed.**
**Cons: Waiting for the paint to dry.**
**How Easy? A morning-long driveway project if you're used to pulling your car's carburettor.**

It's long been a street-racing trick: take an aftermarket aluminium V8 intake, grind off the manufacturer's name, paint it engine-colour to match the rest of your powerplant, and you're off! Combine better flow and efficiency with removing about 2/3 of the steel intake's weight off the nose of your car (aluminium weighs about a third of what iron does; weight savings could be 40 pounds or more depending on the car), and none will be the wiser. Of course, you may need to re-tune your carburettor for the increased air-and-fuel capacity the new intake allows. And this isn't just for V8s: there are companies, like Clifford, who specialize in six-cylinder applications for the Big Three, plus Jeep and Hudson.

### 2. Extrude-Honing

**Pros: Eliminates unpredictable hand-porting.**
**Cons: Not cheap.**
**How Easy? As easy as shipping a box.**

This "abrasive flow machining" system started in the world of aerospace, but was adapted for cars 40 years ago.

1

2

By hydraulically forcing an abrasive-infused goo through a part, say, an intake manifold, it helps polish interior surfaces, wear down sharp edges, and improve air flow and efficiency in ways which hand-porting may not be able to. The website suggests a five-to-10% horsepower bump from a 25-30% increase in flow. What's more, it's invisible. Parts do need to be sent to a facility, so this isn't a long-weekend home project. It's also not cheap; expect an intake manifold to run a couple of hundred pounds for treatment.

## 3. 12-Volt Conversion

**Pros: Enough juice to power modern levels of convenience.**
**Cons: Various systems around the car will need to be updated also.**
**How Easy? Easier if you know about wiring.**

Twelve-volt electrical systems came along in the "50s to handle cars" myriad of new comfort and convenience options. Many see the charm in a six-volt electrical system, but a 12-volt alternator, standard in most cars since the late 50s, is really helpful for the phone chargers, GPS systems, radio/stereos, and other electrical accoutrement which even modern drivers of even vintage cars want (need?) at hand. Wiring can be kept (unless it's old and frayed, in which case you'd want to replace it anyway), but a voltage reducer should probably be used for gauges, HVAC motors, windshield wipers and the like. Some items like the ignition coil, horn and turn signals may need to be changed to 12-volt pieces.

## 4. Electric Wipers

**Pro: Safety.**
**Con: TKTK**
**How Easy? If you're good with wires, hand-tools and instructions, you'll be fine.**

Before electric windshield wipers, there were vacuum-actuated wipers, which famously slowed down as speeds decreased. Most of us aren't going to be driving our nice old cars in the rain if we can help it, but that's easier said than done here. Converting to electric wipers is an easy safety measure. This is a place where the hot-rod aftermarket has stepped in to create stealthy solutions to keep things looking period, while working to modern levels of expectation. Even six-volt cars can take advantage without upgrading to 12 volts (although we recommend it).

4
MADE IN
USA
MADE IN

## 5. Alternator Conversion

**Pros: Produce more juice, more durable, cheaper than a generator.**
**Cons: Doesn't necessarily look the part.**
**How Easy? Hand-tools only.**

Alternators produce more juice, last longer, and are cheaper to make than generators. They're better at powering wipers and radios and lights. But alternators don't look "right", hanging off the side of the engine of cars made before the late 50s; not the way a period-correct generator does, anyway. But these days, alternators can be made to hide in cases which look like generators, rendering them invisible. For years, PowerMaster has been offering 12-volt alternators which look like generators. Six-volt alternators also exist, for those who don't want to plump for a 12-volt conversion.

## 6. Electronic Ignition Conversion

**Pros: Reliable, not that expensive, no maintenance required.**
**Cons: Takes away from the originality of your classic and can drain batteries.**
**How Easy? A damned sight easier than setting breaker points.**

Breaker points in a vintage ignition system require maintenance, and now that sets made by reliable aftermarket companies are few and far between in the marketplace, a lot of substandard breaker-point sets have flooded the market. An electronic ignition conversion won't make you more power as such, but it removes a barrier when you want to make additional power elsewhere; the electronics will compensate automatically. The electronic conversion also eliminates a wear item. They're not expensive; Pertronix systems start at around £75 and are cheap insurance against another Saturday morning under the hood of your car, rather than driving it.

## 7. Camshaft

**Pros: Easy way to get a little more power from your engine.**
**Cons: Easy to dial in too much of a hot-rod feel.**
**How Easy? Not as easy as it sounds. Consult a professional.**

The factory built your car with its camshaft chosen as a balance between smoothness and efficiency, but forever there have been those who are willing to forgo some of the creamy smoothness in exchange for a little more pep in their step. A new camshaft is a good way to go. In order to get there; a little more lift, a little more air/fuel mix crammed into the head, a bigger bang, and you're off. Camshaft technology continues to progress; new ways to measure airflow have suggested new camshaft grinds which help make power like the high-lift cams of old, without the rumpity, idle and shivering sent through the car that high-lift cams often incur. Newly-ground camshafts are available for all popular (and plenty of not-so-popular) applications. Even advancing the stock cam a couple of degrees could have a profound effect on performance.

## 8. Rocker Arms

**Pros: Not expensive, easily installed.**
**Cons: Enough of a change alone that you'll notice seat-of-the-pants?**
**How Easy? Do-able at home with hand tools.**

For cars with OHV heads, a new set of rocker arms in a slightly more aggressive ratio will help open your valves a little more, drink in more air-fuel-mixture, and help expel it more quickly. Many cars use 1.5 ratio rockers (that is, the valve is lifted 1.5 times higher than the lobe of the cam) from the factory; using a 1.6 rocker is a small change that can help your car's breathing and efficiency without ruining that engine's inherent smoothness. Rocker arms are generally changed with the camshaft, so the only question is, will you be able to feel a difference by doing this by itself?

## 9. Electronic Fuel Injection

**Pros: Smooth starting and power delivery, better fuel mileage.**
**Cons: Adds complexity, not cheap.**
**How Easy? Designed to be do-able yourself, but probably let a pro handle it.**

Aftermarket fuel injection systems have come a long way in terms of reliability in the last 25 years. What's more, wiring and fuel delivery are easily enough disguised, and throttle bodies are easily hidden under period air cleaners; you can keep your old car looking old under the hood. An EFI upgrade is perfect for someone who just wants to twist the key and go, or for those who don't like to fuss with carburettors under the hood or on a workbench. While these systems can be adapted to just about any engine you could name, and plenty have onboard computers which (Image: Holley)

## 10. Later Engine Swap

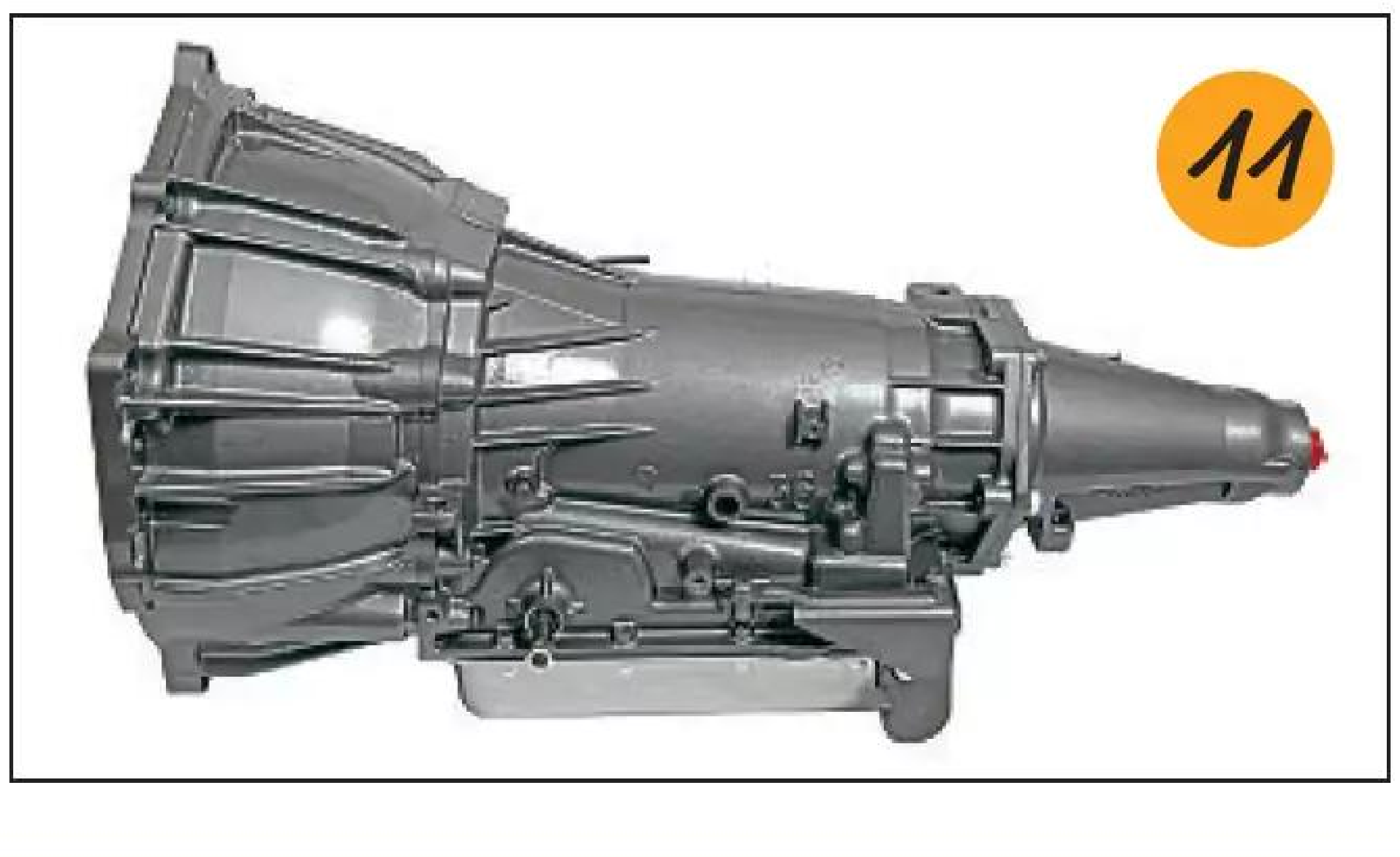
**Pros: Additional grunt; factory reliability.**
**Cons: Always a hundred minor changes to chase down between applications.**
**How Easy? Simpler if you have access to an engine hoist.**

At some point, if you're going to change enough components to your engine you may just want to change the entire engine. The Big Three offer substantial parts catalogues which feature newly-built and newly-cast old-school engines, in a variety of states of dress, to your needs; for other marques, there are always specialists who can build something to your precise specifications. And plenty of engines shared dimensions over time: the 50s Chevy 265 was poked and stroked up to 400 cubes by 1970; the AMC 304 and 401 have similar external dimensions; Pontiac fans have been swapping 455s in place of their 326s for years with few ever knowing the difference until you're behind the wheel. You can disguise a modern LS engine and make it look an awful lot like a factory small-block. A selective swap can get you extra, repeatable, reliable factory-built power.

## 11. Overdrive Transmission

**Pros: Higher cruising speeds with less engine stress, better gas mileage.**
**Cons: Pricey, other things will need changing in conjunction.**
**How Easy? Easy enough in theory, but transmissions are heavy.**

Overdrive has been sold in cars in the States on and off since the 50s, and the principles (and benefits) remain the same: longer-legged cruising and lower revs on the highway, which are particularly important if you choose to take your car on long trips. A switch to OD may actually make you want to take your car on longer trips. Conversion bellhouses exist for many manual-transmission applications, and most factory OD automatic transmissions have their bones in 'boxes that have been around since the 60s; they should be available by the gross in virtually any junkyard in the States. Even so, an OD swap is not cheap, and it's not a change you'll want to make in isolation; you may need to plump for a new, or shortened driveshaft (and U-joints), kickdown linkages may need to be fabricated, there may need to be a new chassis mount, and you might want to consider a more aggressive axle ratio to take advantage of hotter starts and mellower motorway cruising.



## 12. Rear End Gear Ratio

**Pros: Dramatic performance gains possible without ever popping the hood.**
**Cons: The wrong ratio could dent fuel mileage, or blunt acceleration; changing speedometer gear probably required.**
**How Easy? Leave it to a mechanic.**

Final Drive ratios; the gear which is in (probably) the rear axle of your car, are a compromise. They need to be robust enough to help multiply the gearing in your transmission to propel you to speed, but offer a comfortable cruising attitude as well. In the 70s, final-drive ratios as high (lower numerically) as 2.41:1 were common, to keep engine revs down and boost fuel economy. Not long before, muscle cars commonly were spat out of the factory with 3.90:1, 4.10:1, and lower (higher numerically) with the intent of scorching the street from stoplight to stoplight. Depending on the era of your car, the factory will likely have offered a variety of gear ratios; economy, towing, high performance. Depending on the ubiquity of your application, the aftermarket may have a variety of alternate ratios to suit your needs.

## 13. LED Lighting

**Pros: Getting cheaper and more universally available, draw less power from your alternator and battery.**
**Cons: Gosh, they're really bright (and ugly as sin!)**
**How Easy? As easy as plugging in a light bulb.**

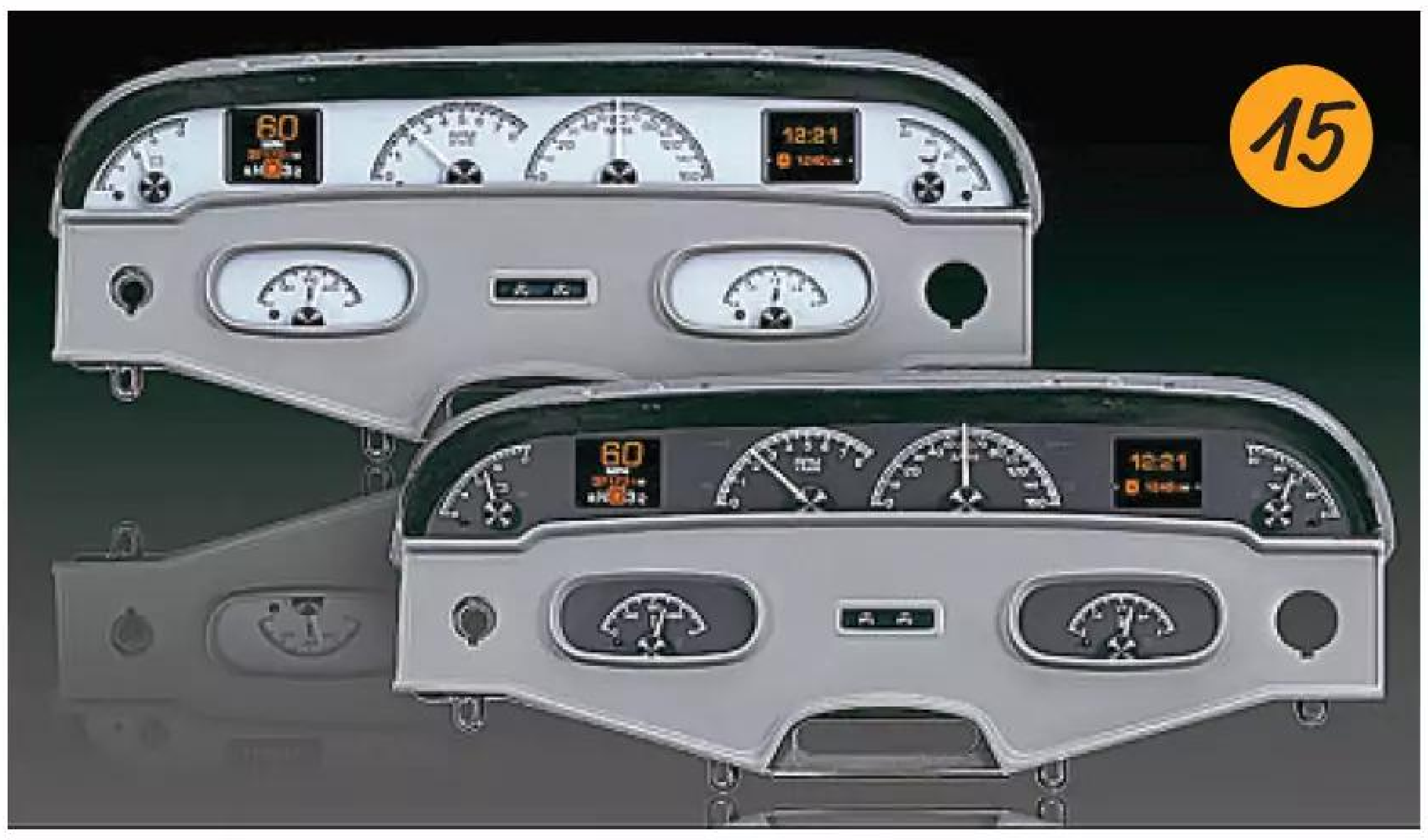
Everyone is used to the soft glow of standard car lighting, inside and out. Gauges you can

barely see at night, a dome light which struggles to illuminate the cabin, taillights which hardly register to the dope coming up behind you at 20mph over the speed limit. The old joke is that GM's T-3 headlights last so long because they barely throw any light and don't overstress themselves. Enter LED lighting; LED stands for Light-Emitting Diode. They're more efficient than standard bulbs, burn more brightly and don't heat up to the touch like standard bulbs. Some may argue that they're too bright, that they're probably good for dash bulbs for night-time driving, less so for dome lights. They don't work in all applications, so talk to people with cars similar to yours. (Image:Hella)

## 14. H4-Style Headlights

**Pros: Improved night vision.**
**Cons: Pricier than a standard set of sealed-beams.**
**How Easy? Hand tools and half an hour should do it.**

In 1940, the US government standardized the single seven-inch sealed-beam headlight (with integrated high- and low-beam filaments,) for automotive use. By 1958, twin 5 3/4-inch round lights were allowed. 50 years ago, German lighting giant Hella created the H4, a glass housing which was compatible with American sealed-beam systems, except the bulb itself was separate. When a light went out, you only needed to replace the bulb, not the whole light, and there was no need to take the front of your car apart to re-aim your lights. The result was more light at night, without blinding oncoming traffic. You can buy a pair of seven-inch H4-style lights for under a 100 quid on Amazon.



## 15. Aftermarket Gauges

**Pros: Factory style, accuracy.**
**Cons: One of the more obvious changes we're suggesting.**
**How Easy? Depends on if your definition of "easy", as incorporates taking your dashboard apart.**

Knowledge is king, but between the 1930s and 1980s, what's happening under the hood of most American cars has traditionally been a mystery. The instrument panel has a speedometer, maybe a clock, and often a brace of so-called idiot lights which don't illuminate until it's too late. In recent years, companies like Dakota Digital have got away from pocket-calculator-style electronic gauge faces and have embraced OE-style gauge fonts with genuine sweep needles, with room in their reimagined gauge clusters for oil pressure, engine temp and other crucial information. They're available for plenty of popular applications, and they also offer a brace of universal-application clusters.

## 16. Lap Belts

**Pros: inexpensive, easily installed, easily hidden at shows, peace of mind.**
**Cons: Not as safe as three-point modern belts.**
**How Easy? Easily done in your driveway or shop.**

Lap belts: if they're good enough for air travel, when you're flying near the speed of sound, they should be good enough to keep you in place during a 50mph shunt. Ford put seat belts in their cars in '56, but a freaked-out public saw this as some sort of tacit admission that their cars were unsafe; they didn't appear again until they were mandated later in the 60s. Bolt 'em to a cross member, thread them up through the floor and interior, and voila! Do front and rear if you intend on having passengers! What's more, they are easily hidden between the seat cushion and backrest at car shows, in case you want to keep things looking factory.

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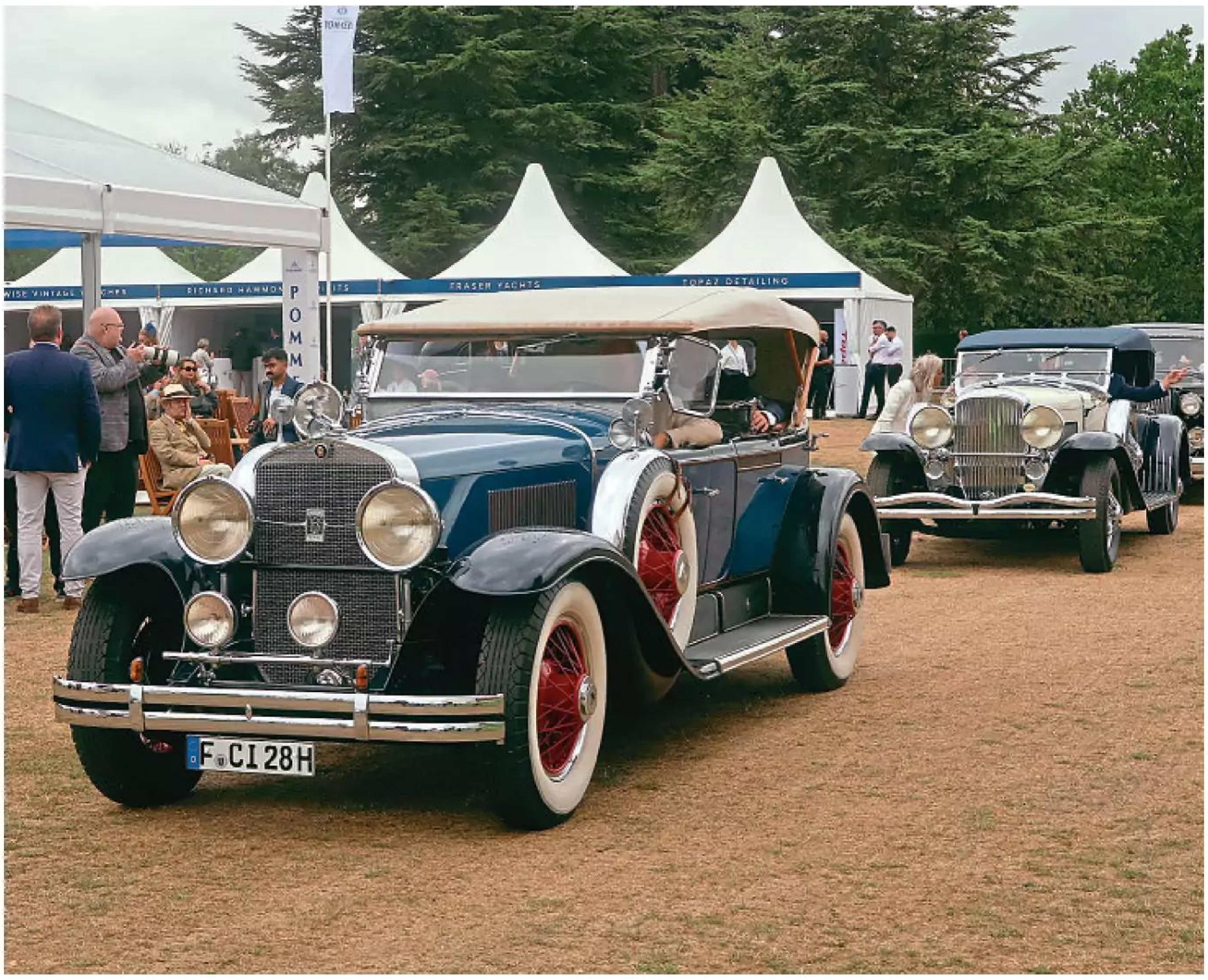
## EVENT REPORT

## BLENHEIM PALACE, OXON

August 16

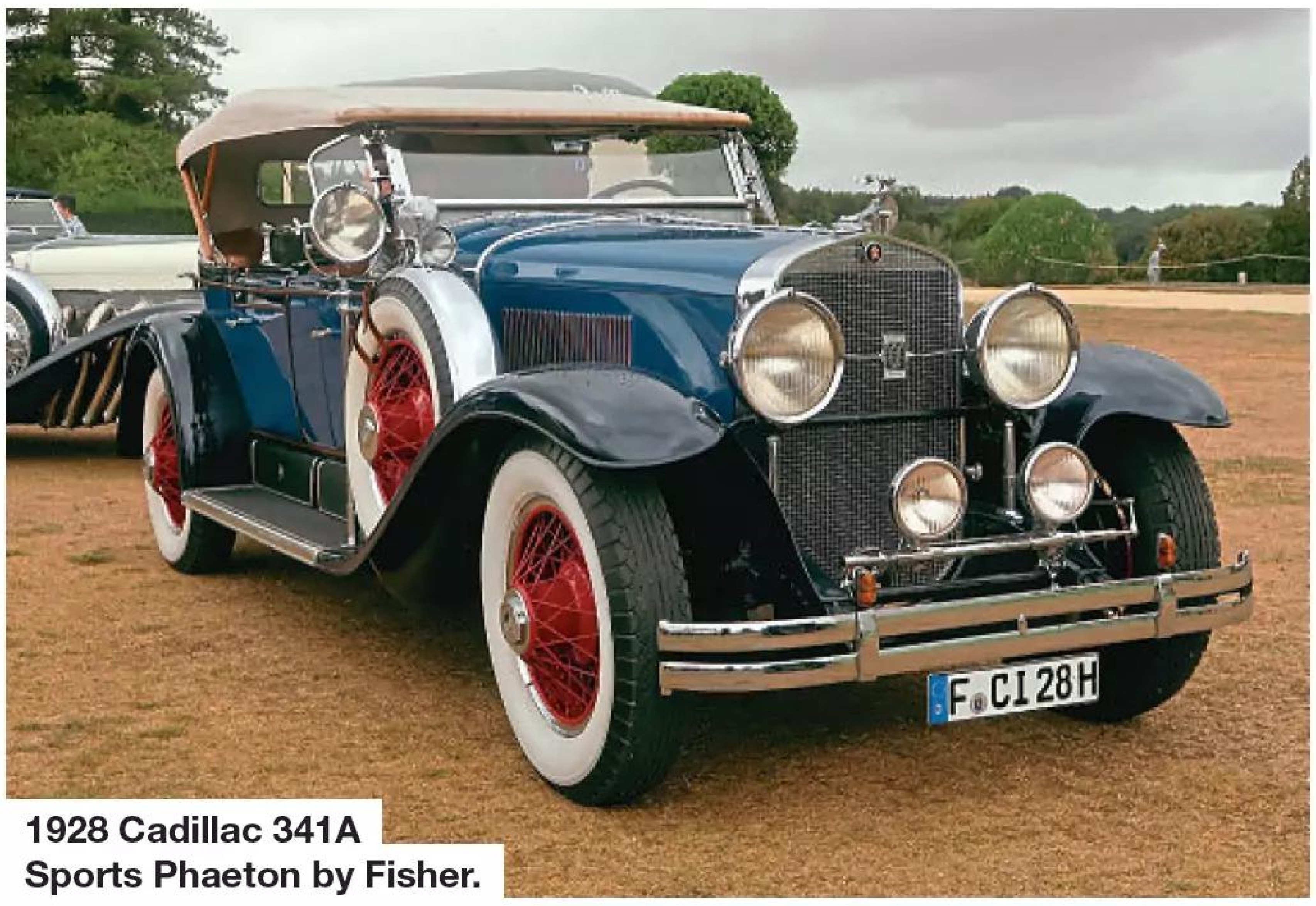
# SALON PRIVÉ CONCOURS

**Words & Photography:** John Bath



In recent years over here, it has been possible to view some of the most exotic American cars ever seen over here. A few years back, I saw a 1948 Tucker at the Goodwood Revival, but very few people seemed to notice or recognise it, as it was parked very near the public conveniences and in one of the main pedestrian thoroughfares, just behind some grandstands.

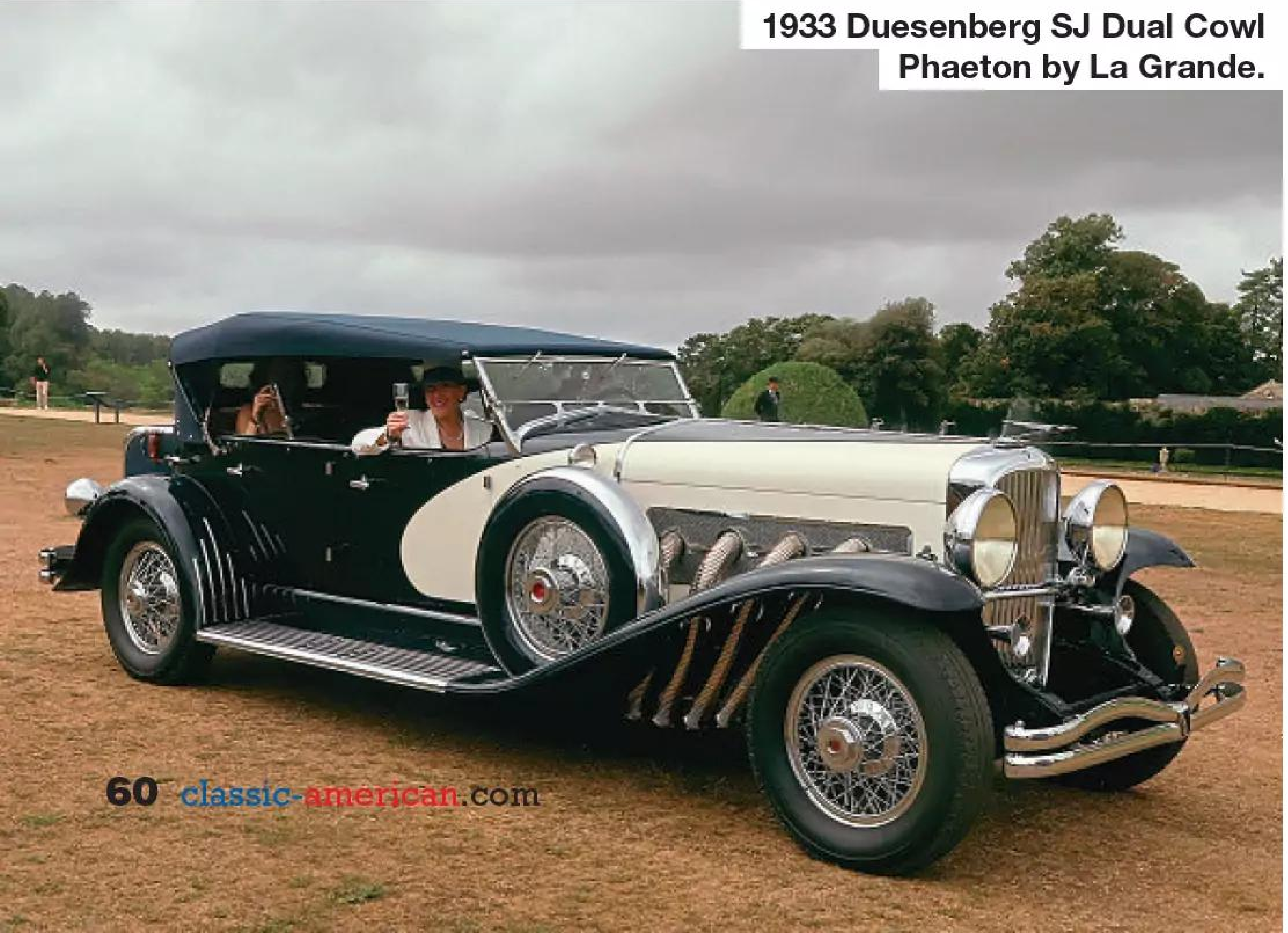
And have you ever seen a Duesenberg in this country, in the open and on the move? At this event it was possible to do so – a first for this writer to both see and hear one running anywhere! For those who missed this event, there is a beautiful example in the Haynes Museum at Sparkford, displayed on a turntable, as a major exhibit among many other magnificent cars in that attraction.



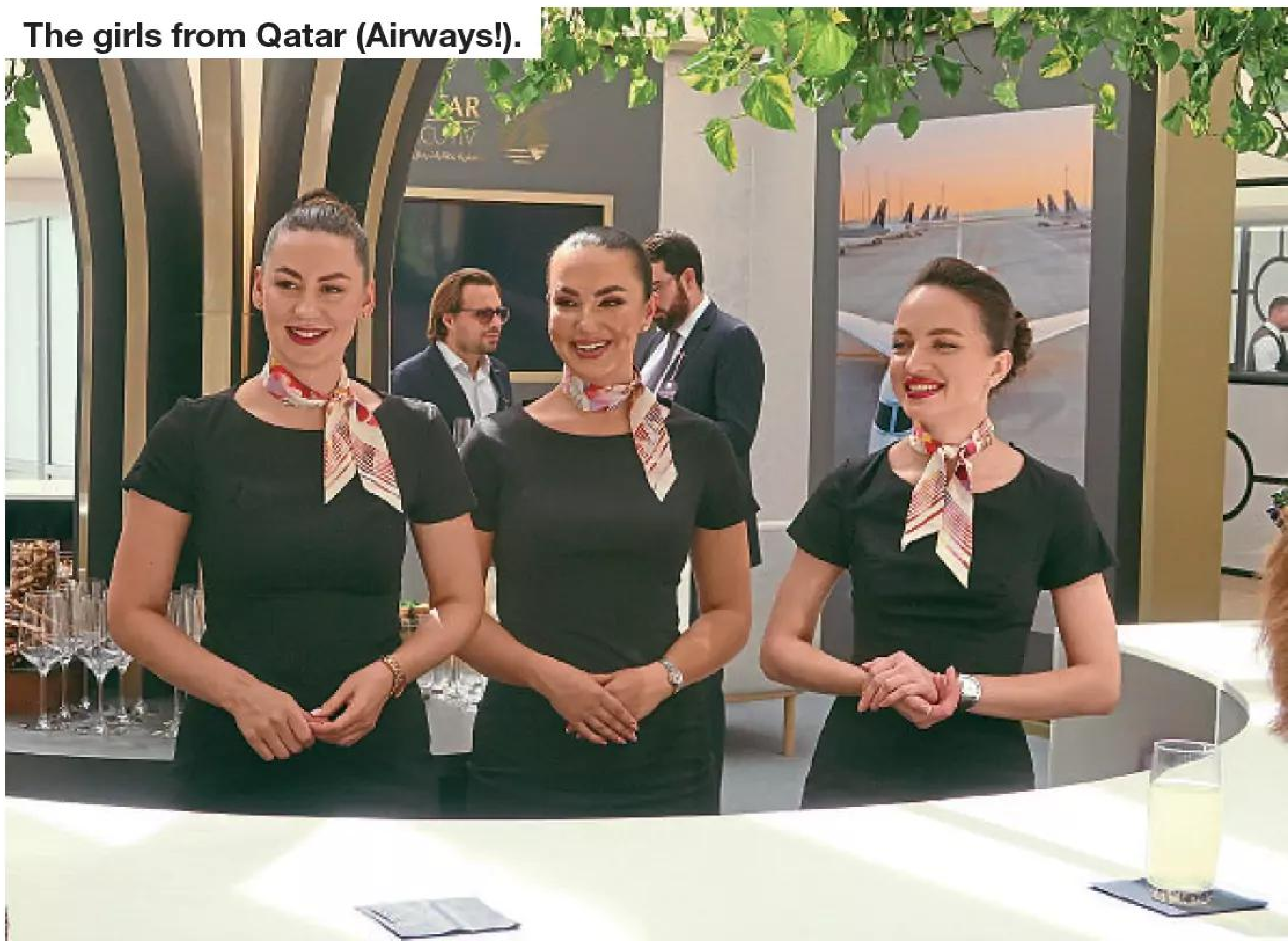
1928 Cadillac 341A Sports Phaeton by Fisher.

Cadillac came from Frankfurt, Germany.

1933 Duesenberg SJ Dual Cowl Phaeton by La Grande.

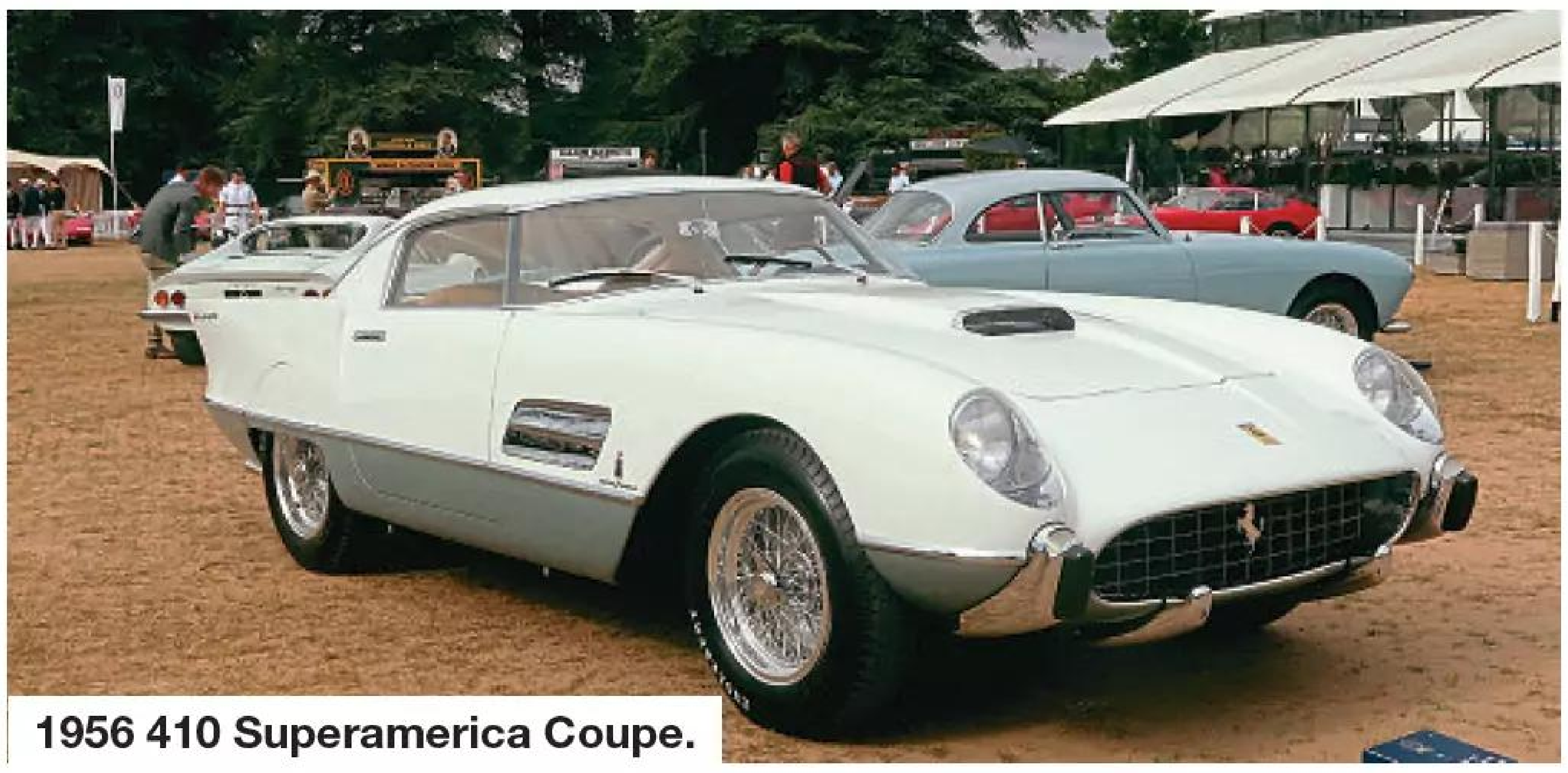


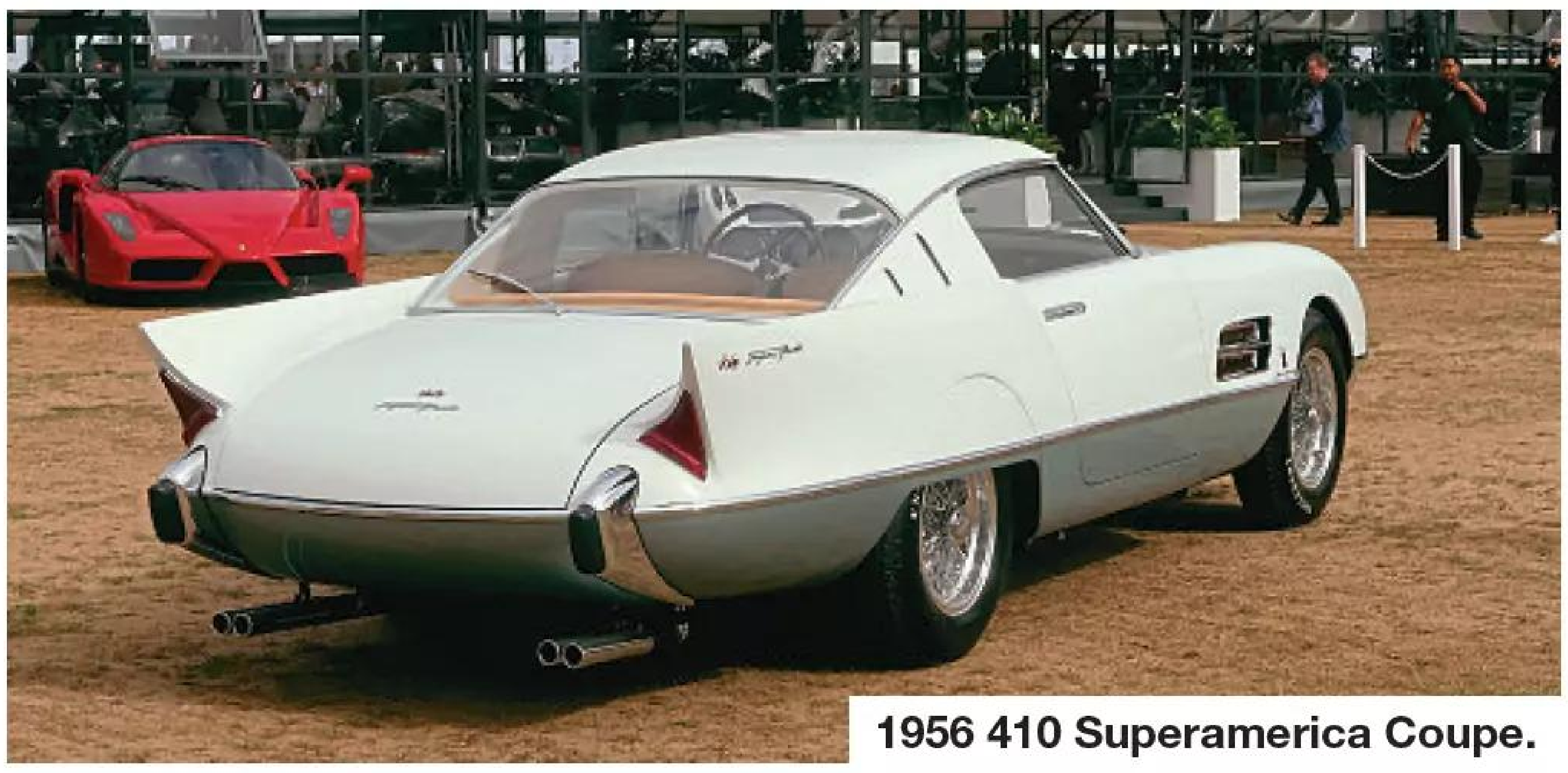
The girls from Qatar (Airways!).



1936 Packard V12
All-weather Town Car by Le Baron.

Distinctive Packard Grille.


1956 410 Superamerica Coupe.


1956 410 Superamerica Coupe.

Fastback Bentley styling…

…shows clear Cadillac fasback styling influence.

2025 Corvette in RHD format.

Best in Show and as favoured by the Fuhrer: 1936 Mercedes-Benz 500 K Spezial Roadster.

Chrysler-powered Facel Vega FV-28.

However, those lucky enough to attend Salon Privé in August at Blenheim Palace, the birthplace of Sir Winston Churchill, were able to admire a line-up of no less than three rare examples from the 'classic pre-War era' for American car design, including that aforementioned "Duesey". They were as follows:

- 1933 Duesenberg SJ Dual Cowl Phaeton by La Grande
- 1936 Packard V12 All-weather Town Car by Le Baron
- 1928 Cadillac 341A Sports Phaeton by Fisher

As a contrast, it was also possible to see a brand new 2025 Corvette – in RHD format – on an importer's stand, with prices starting at about £99,000. Other American cars were in short supply, compared to the number of European exotic and luxury cars, but the influence of American car design was to be seen, even there.

Those gorgeous fastback Bentleys were said to be inspired by the design of the late 1940's Cadillacs – and two examples were shown side-by-side, at different angles, with subtle styling differences, if you looked carefully. And how about a "finned" Ferrari as in the 1956 410 Superamerica Coupe prototype by Pinin Farina, the very name giving credit where it was due?

However, according to the Concours judges, the 'star car' of all those vehicles was to be found beyond that USA trio mentioned above, but in the very impressive 1936 Mercedes-Benz 500 K "Spezial Roadster" which scooped Best in Show Award at this Salon, as shown by The Auriga Collection. There is no doubt that in the 20th year of this Concours the standard of cars has been maintained, and even perhaps even exceeded. ★

# Hot Rods & Car Shows

We continue our American automotive Odessey in swinging Sixties UK with Allan Bedford and Barry Magness this time the boys check out the UK's burgeoning hot rod and drag racing scene…

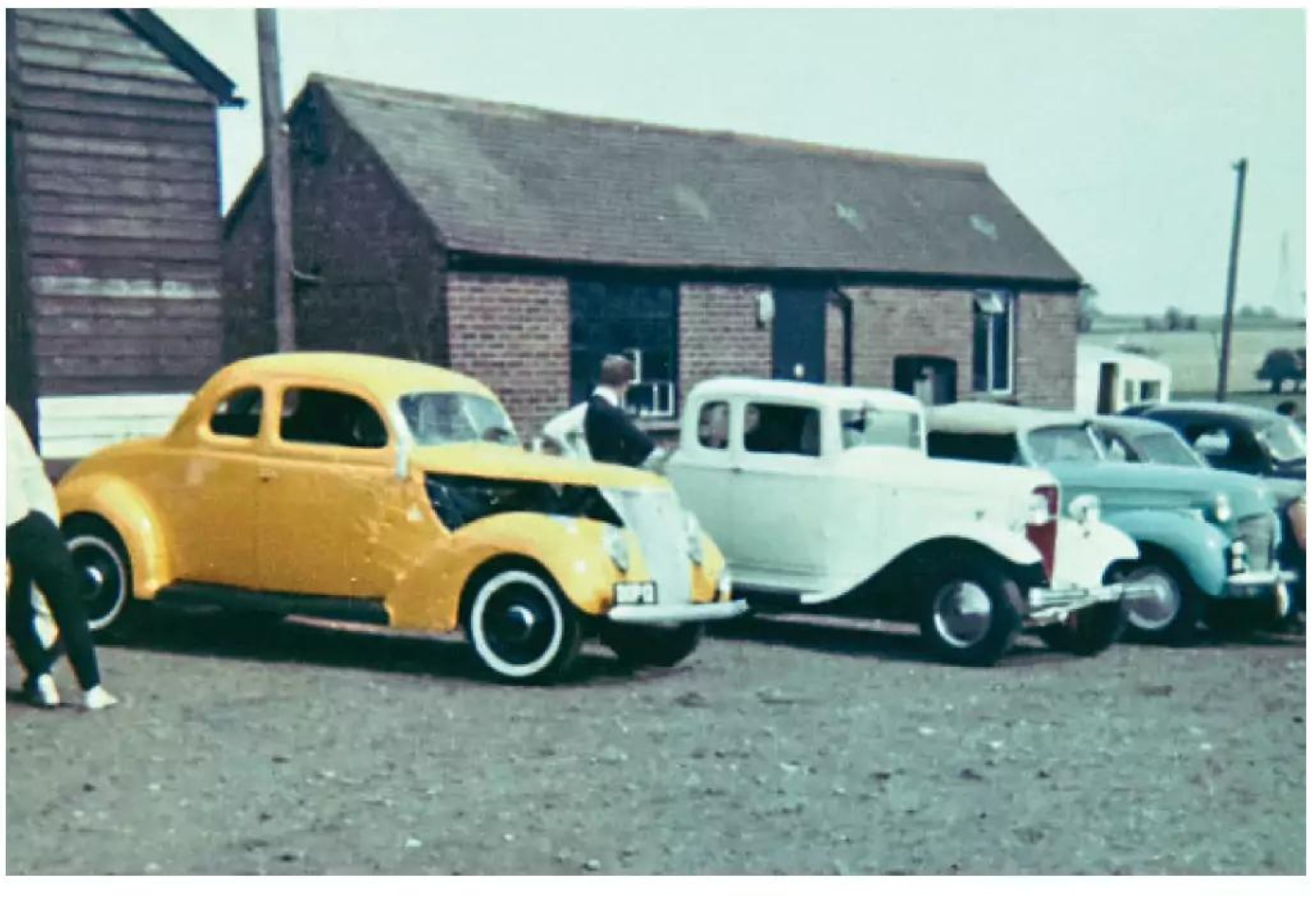
**Words:** Zack Stiling **Photography:** Allan Bedford and Barry Magness

When we last left Allan Bedford and Barry Magness, they were still wandering the streets in search of unusual cars, but they realised they'd have to dig a bit deeper in order to discover the American car scene at its most colourful and varied. To that end, they signed up as careless teenagers to the British Hot Rod Association when it had only just been formed, travelled to some of Britain's first drag races and, at the other end of the spectrum, started following the similarly nascent pre-'50 American Automobile Club. The young enthusiasts took numerous photos, and this month they'll be taking us back in time to discover the birth of British hot-rodding.

## BHRA Flamstead 1962

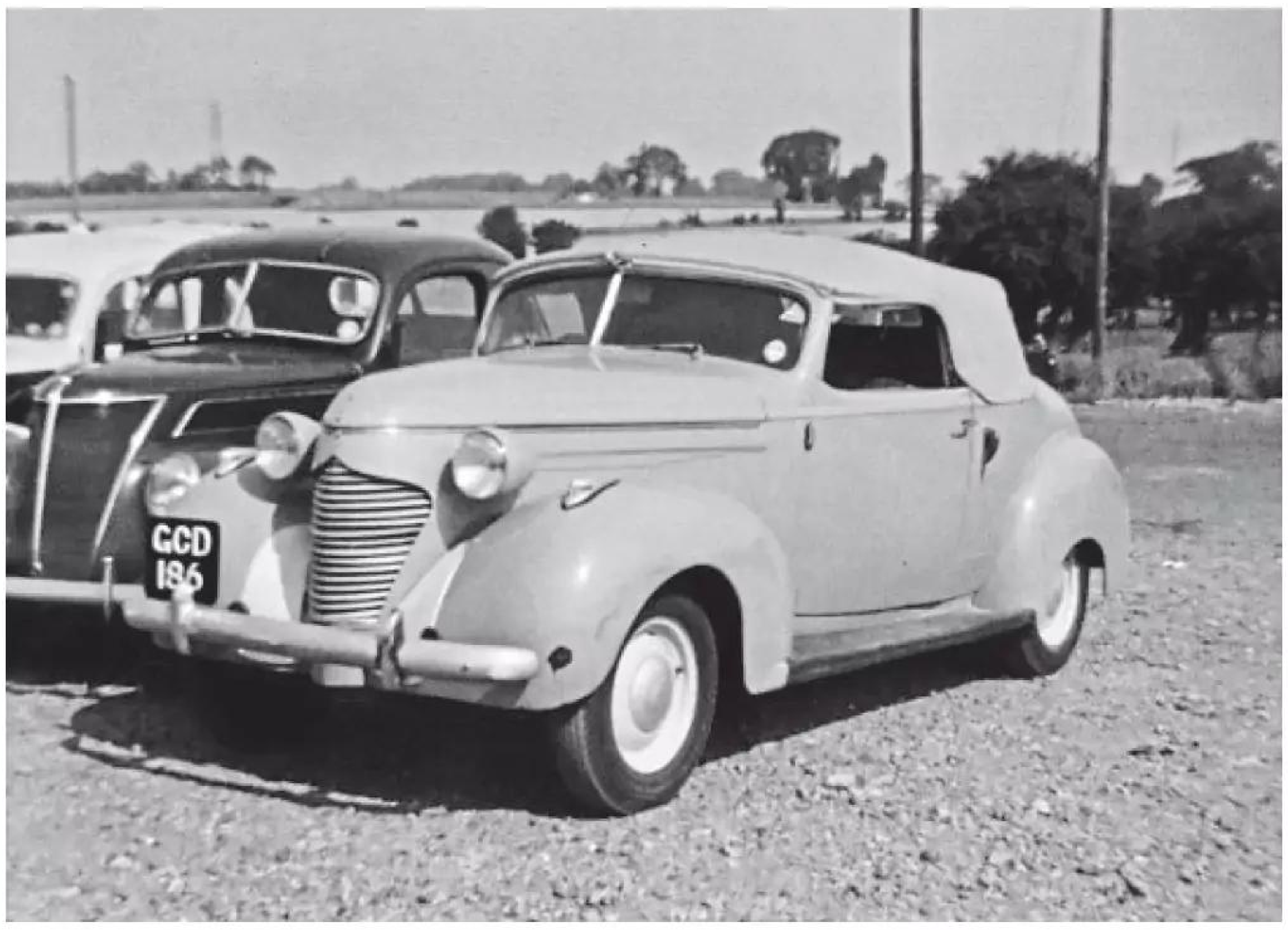
**The British Hot Rod Association was formed in 1960 and here, in glorious Technicolor, we have a view of its first Get-Together (also Britain's first hot rod gathering), which took place at the Watling Street Café in Flamstead, Hertfordshire, just off the M1, on 2nd September 1962. The event was summarised in the BHRA's journal Kool Kams, which wrote: "Two young lads, Allan Bedford and Barry Magness, travelled from Kent by train and bus, a difficult cross-country journey, and they are both only 15, a shining example of the spirit of the keen young element of the Association. Fortunately, they got a lift home in a member's Vanguard estate fitted with a Triumph TR2 engine, a perfectly normal-looking conveyance on the outside, but unexpectedly accelerative at times!"**

**A dozen or so British and American vehicles were in attendance, along with other members' everyday cars. The yellow car is Ken Cooper's 1937 Ford Model 78 coupe, with a 1941 239cu in Mercury flathead. Cooper had been infatuated with American cars since his youth and the coupe, purchased in 1958, was his first. Originally black, he painted it bright yellow in 1960. As well as swapping the motor, he lowered the front and jacked up the back. In a recent article for Eurodragster.com, he said: '[In] England in that era, it was unheard of to have a yellow car with eight cylinders. At least two or three girls wouldn't get in it. One said, 'It's a bloody stock car, I ain't getting in that…' One reason I left my job at the garage was because I'd got this lovely V8-powered yellow car and the MD had a six-cylinder Austin Westminster, and it riled him…'**



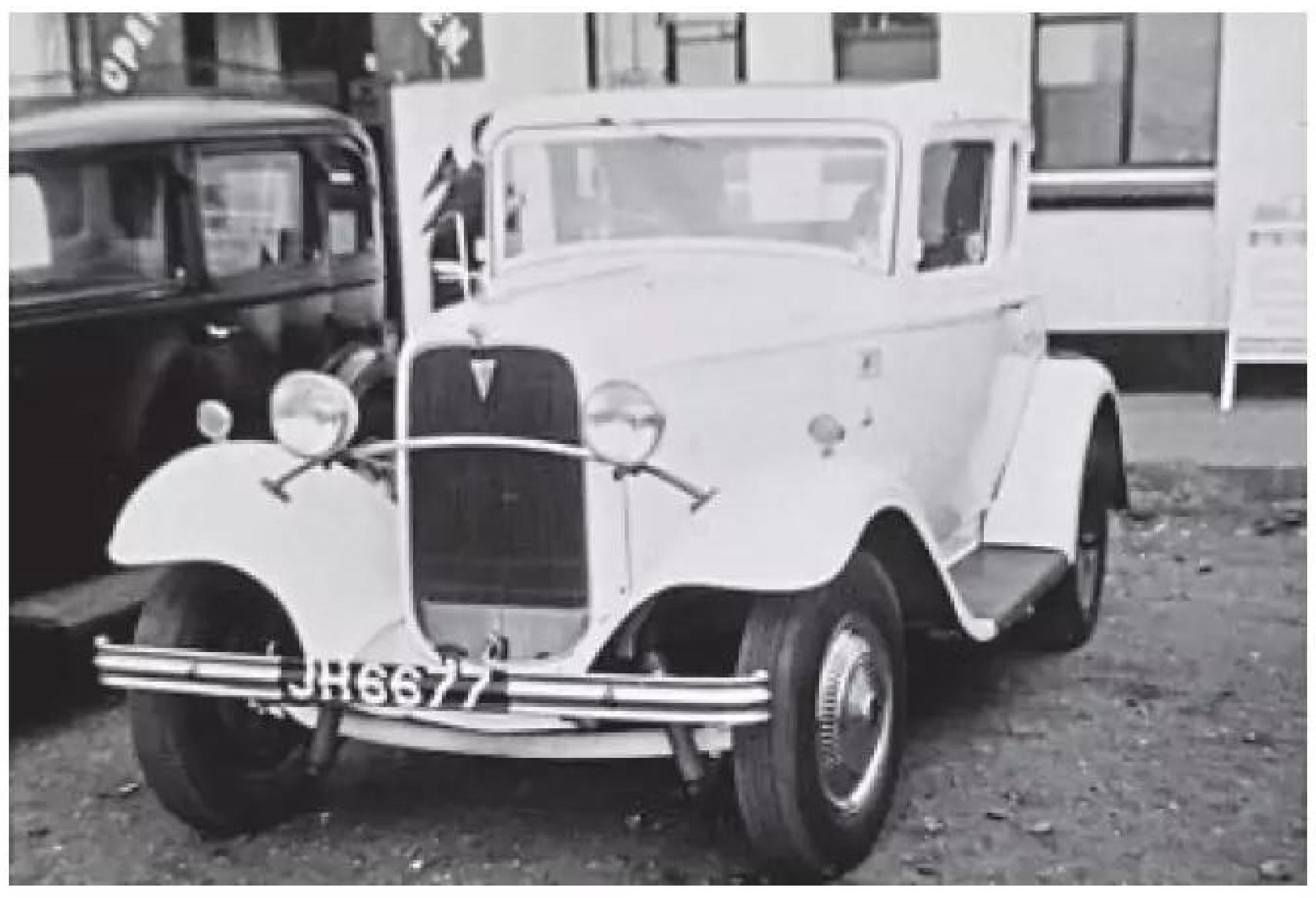
## Hudson Coupe 1939

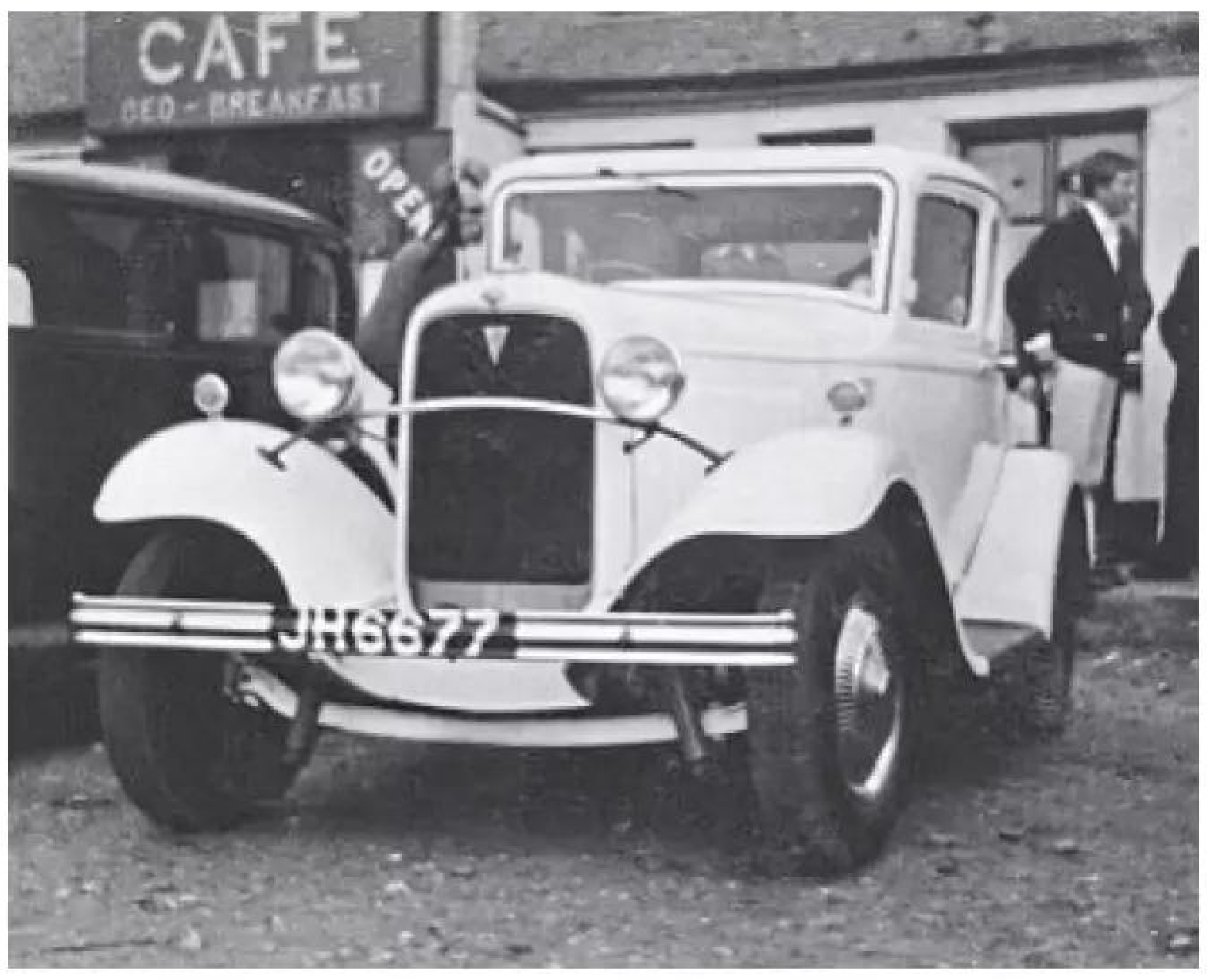
**One of the rarest vehicles at the Flamstead meeting was this 1939 Hudson drophead coupe, in vibrant turquoise. Unfortunately, the owner's details were not recorded and the number plate is now on an Audi!**



## Ford Coupe 1932

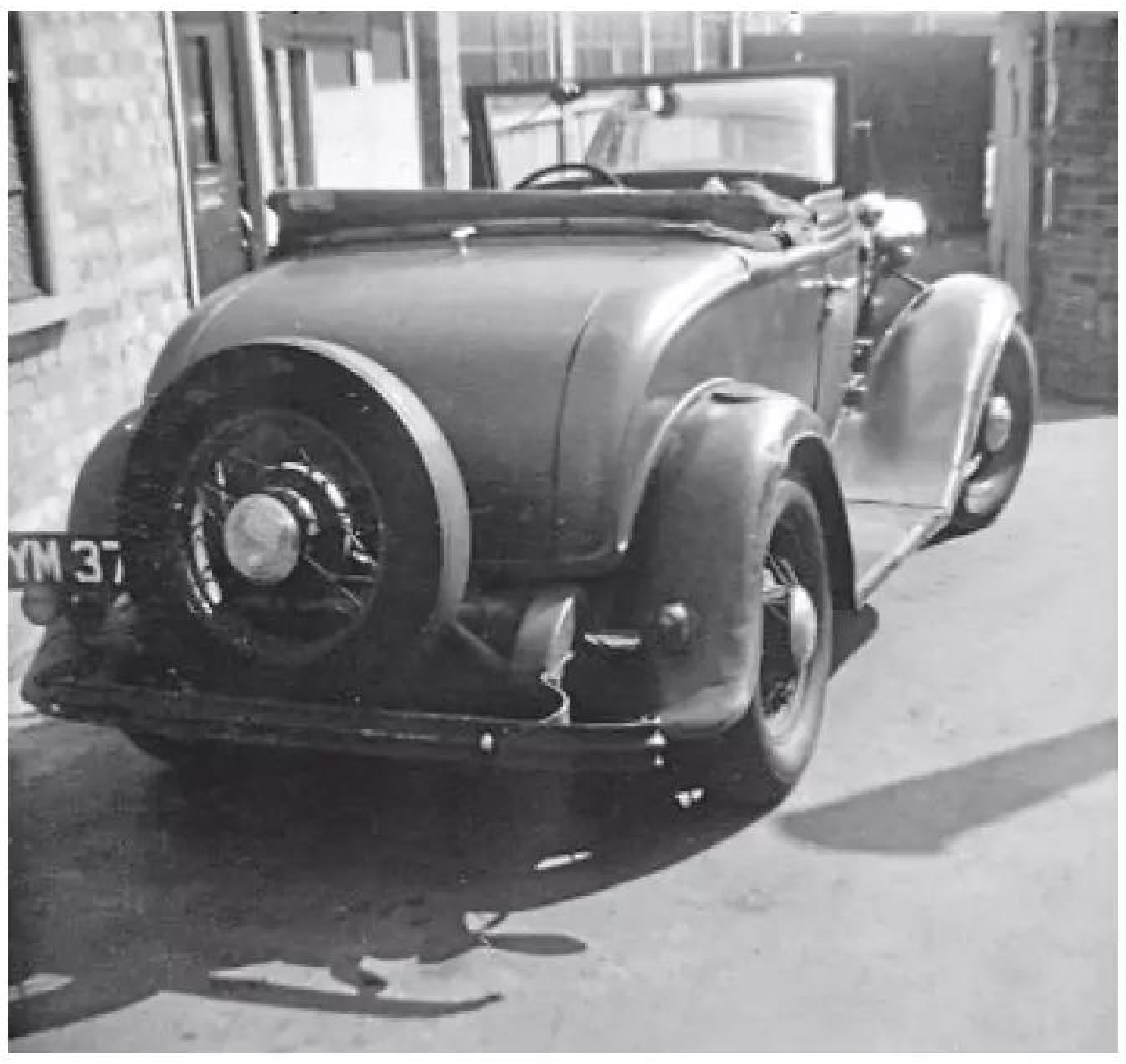
**Alan Doyle's English-built '32 Ford five-window, white with a red grille, has sadly left this earth. It's thought it was written off in an accident a few years after these photos were taken.**

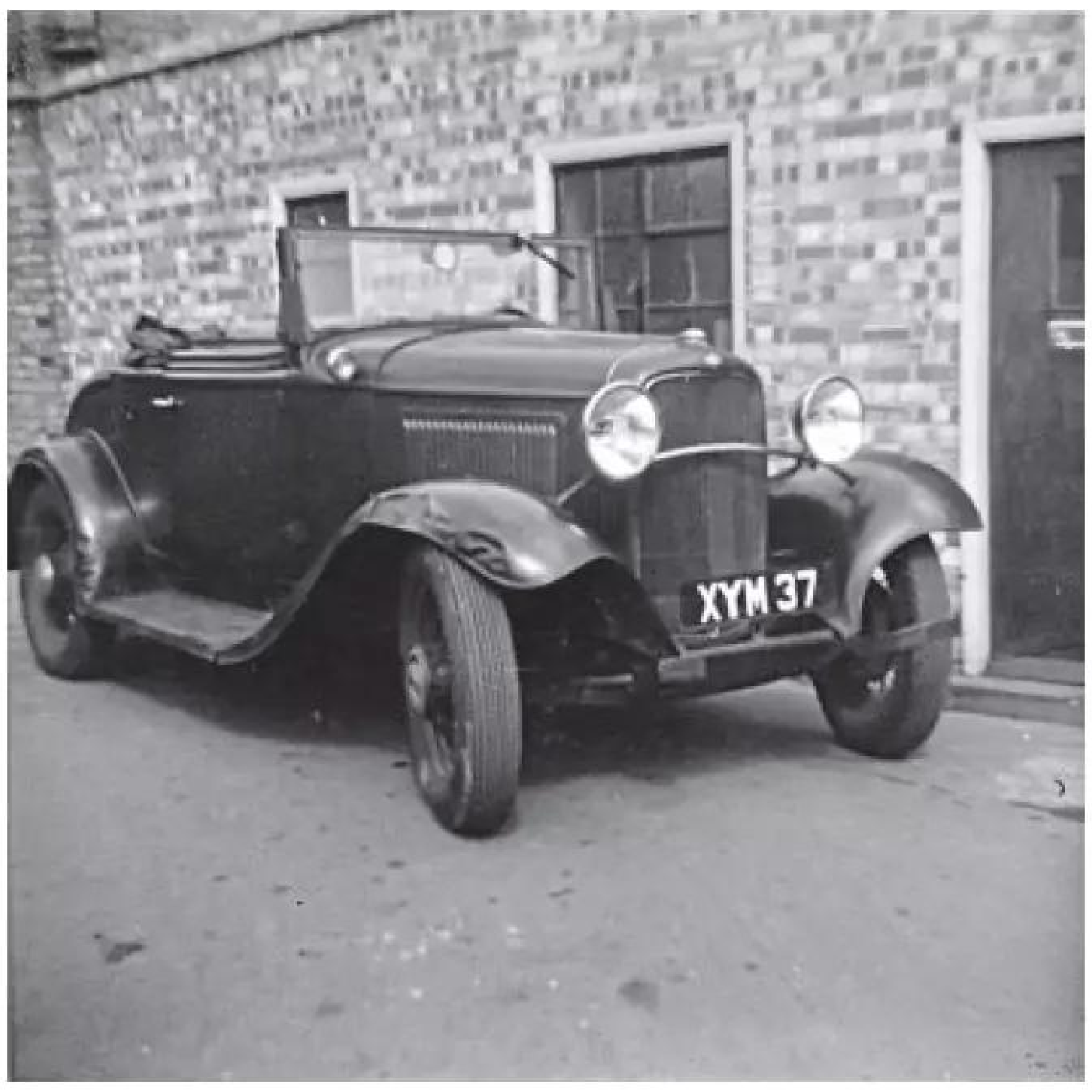




## Ford Model B 1932

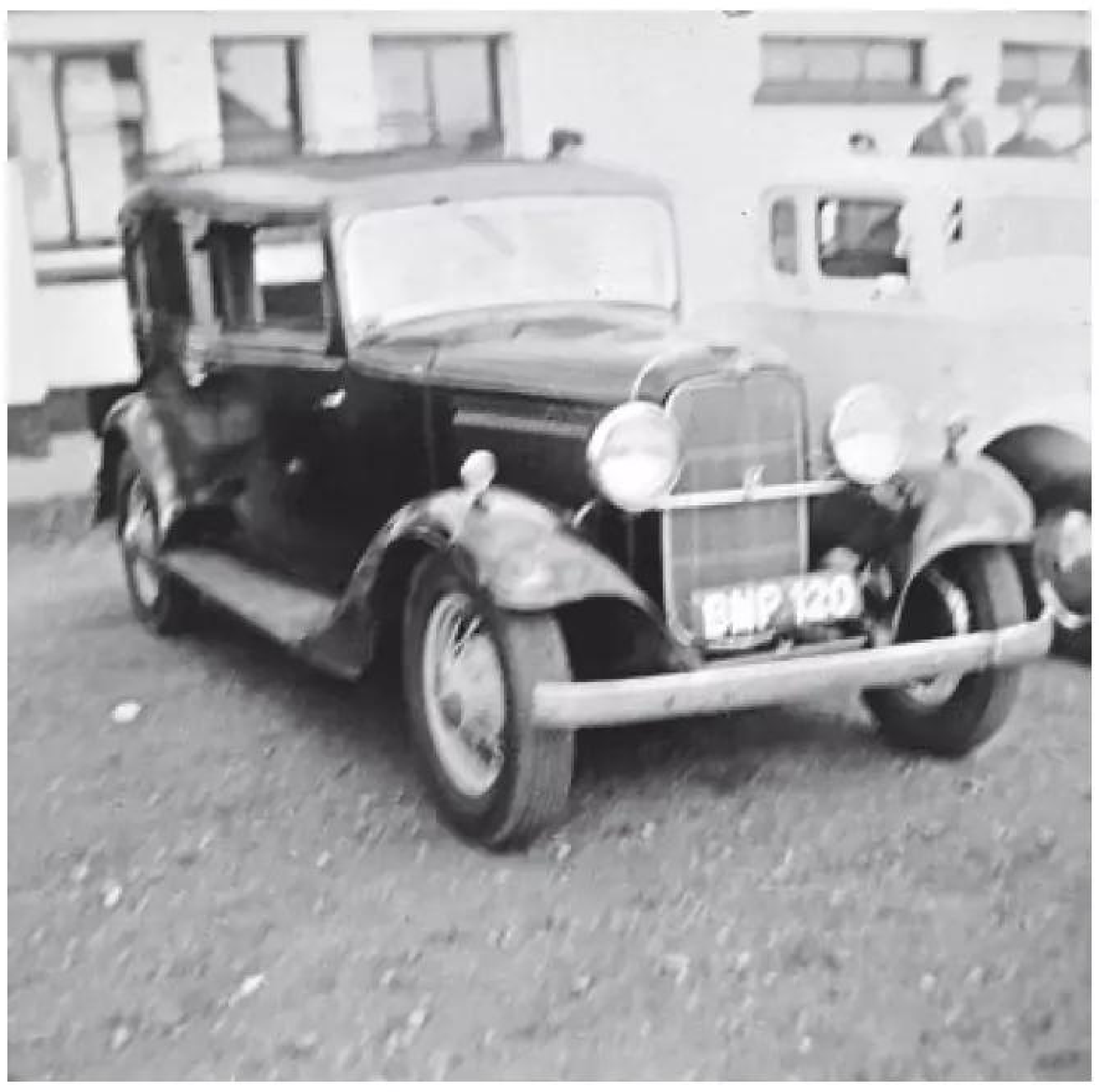
**Dated Saturday, 13th April, Allan captured this LHD '32 Ford convertible coupe. Maurice Takoor, interviewed for Rodger Attaway's *Street Rod & Custom Showtime*, noted: 'A 1932 Ford that had been found in the street for sale was parked in the yard outside the workshop.'**

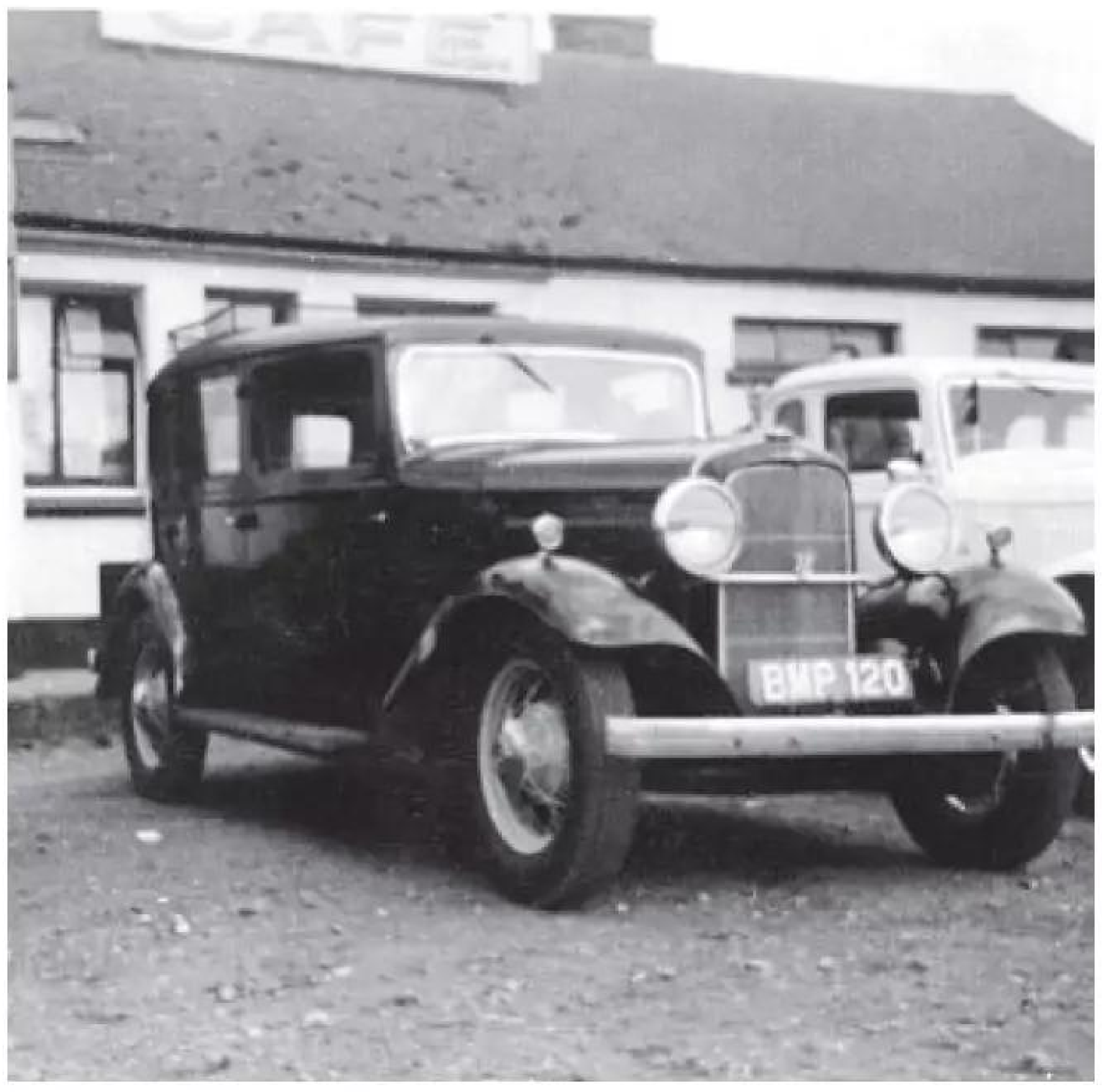




## Ford V8 limousine 1932

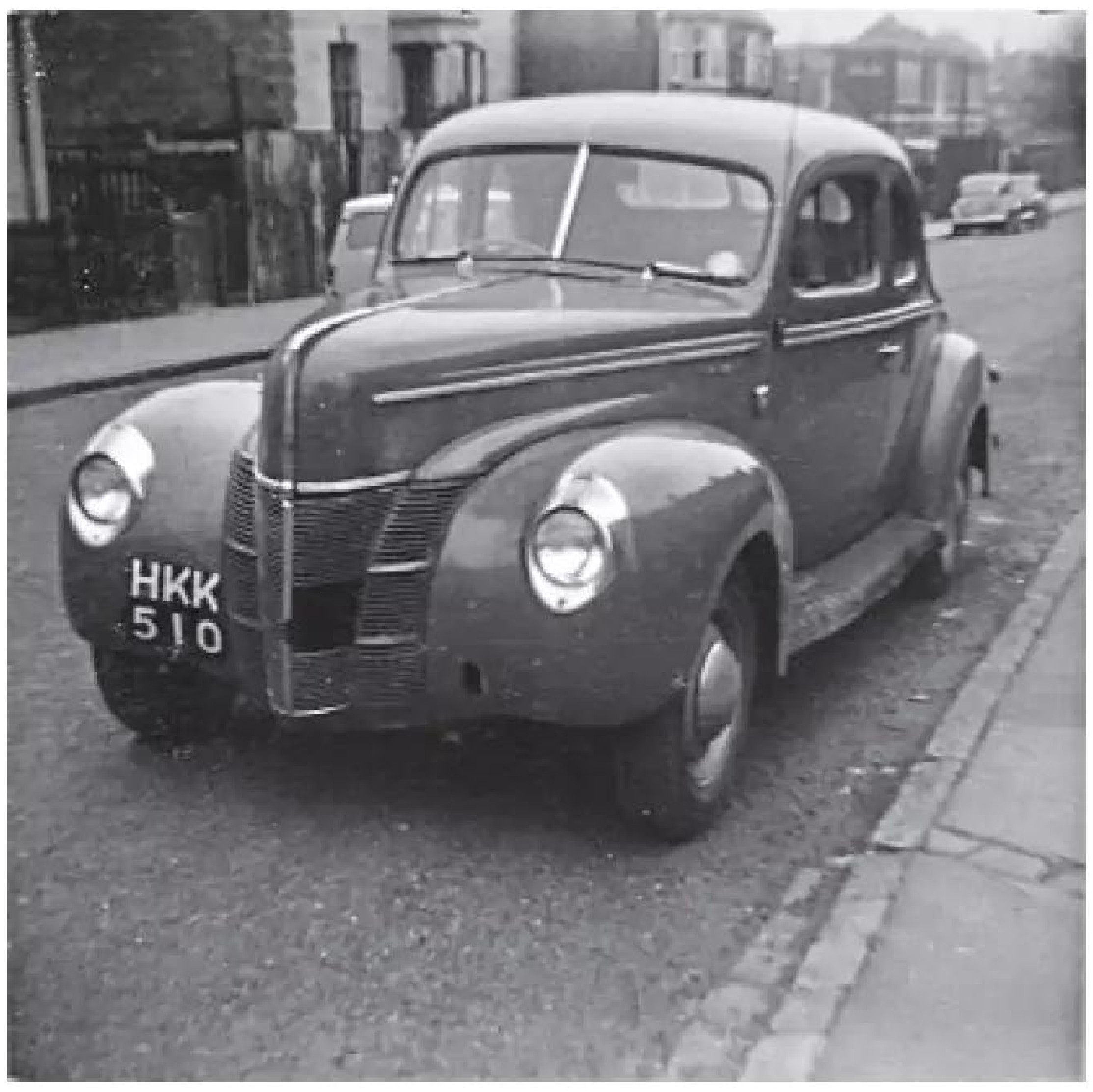
**It's a pity one photograph of this c1932 Ford came out blurred, because it was the most extraordinary find: an original limousine! It was owned by Allan 'Bootsie' Herridge and used for towing his home-made, Buick-engined dragster. A similar car was advertised for sale in Britain in 2014, and we quote from the ad: 'Rare 1934 Ford Model 18 Imperial limousine. Exceptional seven-seater V8 limo; of only 60 manufactured by Ford, just two believed to survive. Model featured at Ford's 1933 motor show.**

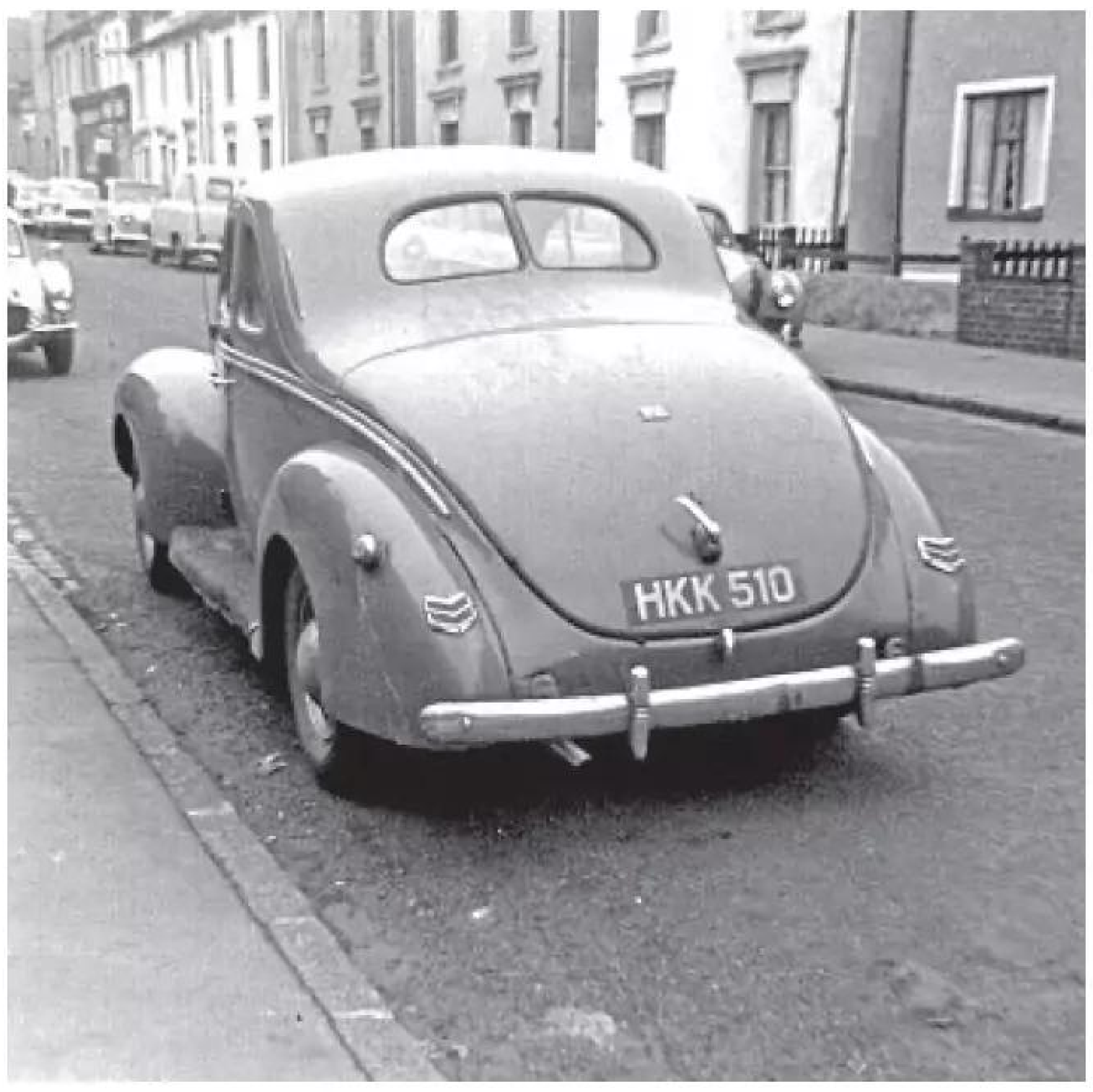




## Ford Coupe 1940

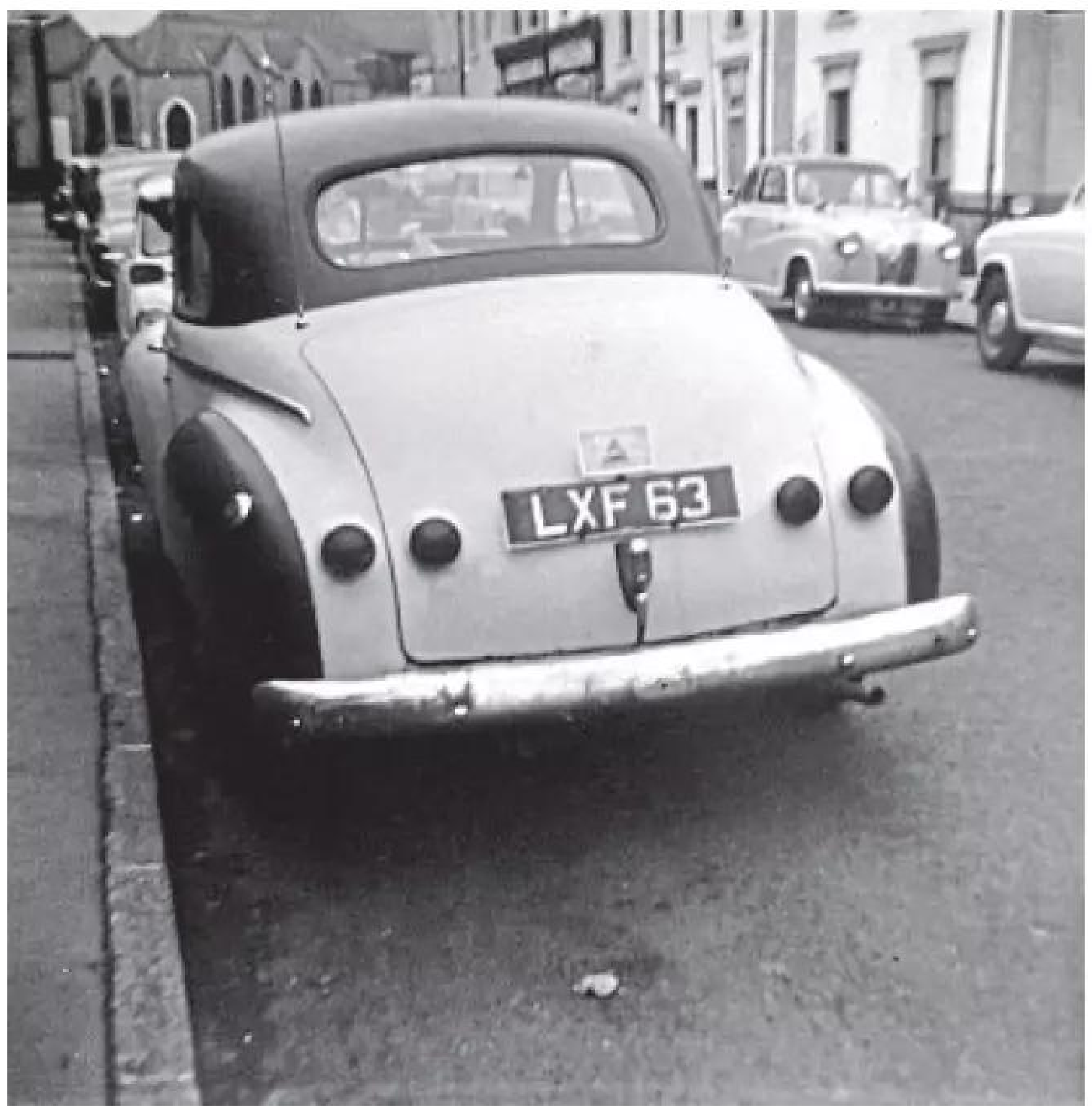
**This 1940 Ford coupe was snapped when Allan was visiting Spa Engineering at 38 Whitehorse Lane, South Norwood. The garage belonged to John Bennett, one of the most active figures in the early years of the BHRA, and hosted the first indoor British custom show over the 1963 Easter weekend. This photograph is dated Sunday, 14th April 1963 – the show weekend. It was owned at the time by BHRA founder Brian Coole, but was later bought by fellow member Pete Bartlett. By the way, does anyone recognise the fibreglass special in the background?**

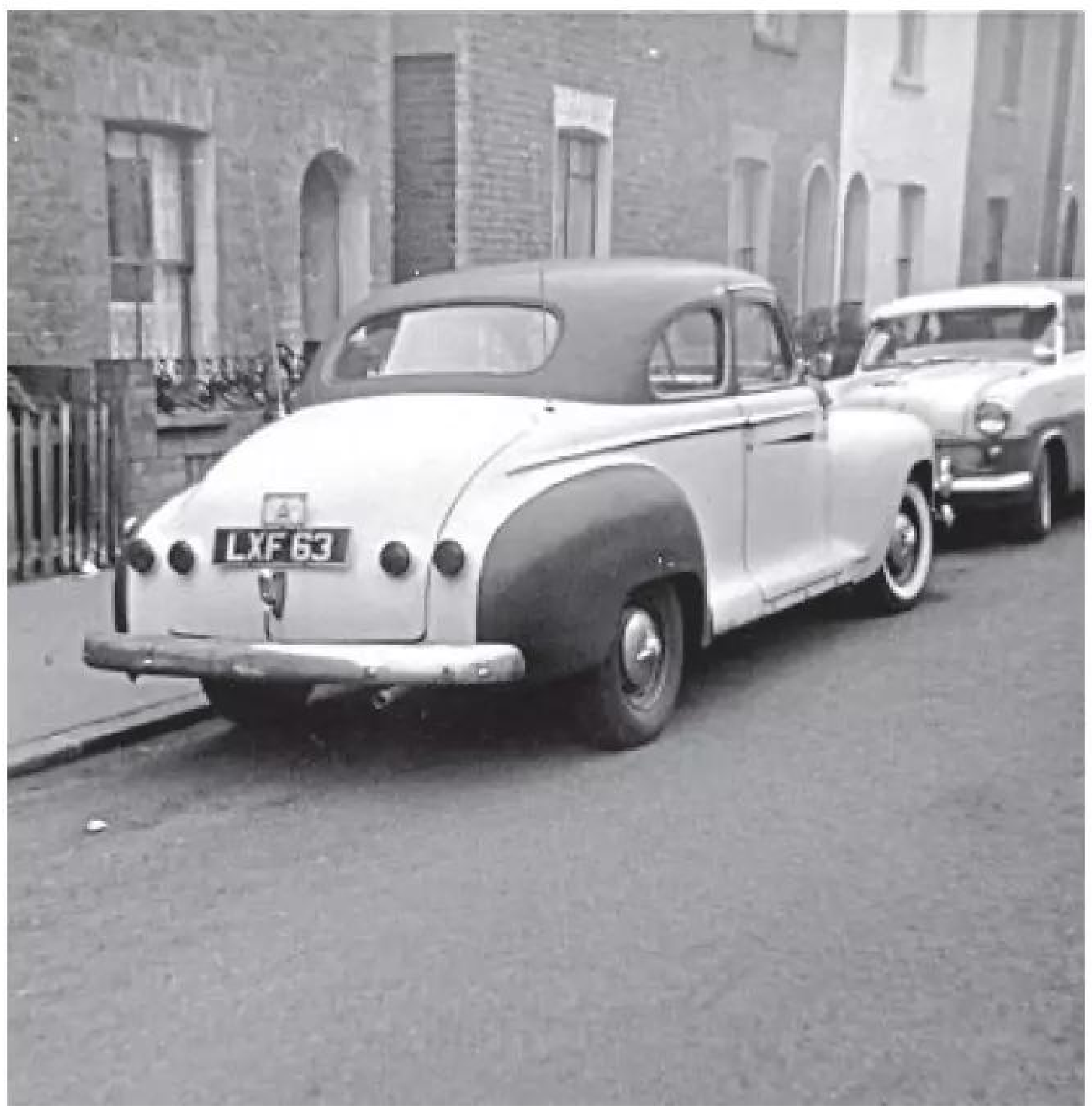




## Plymouth Coupe 1947

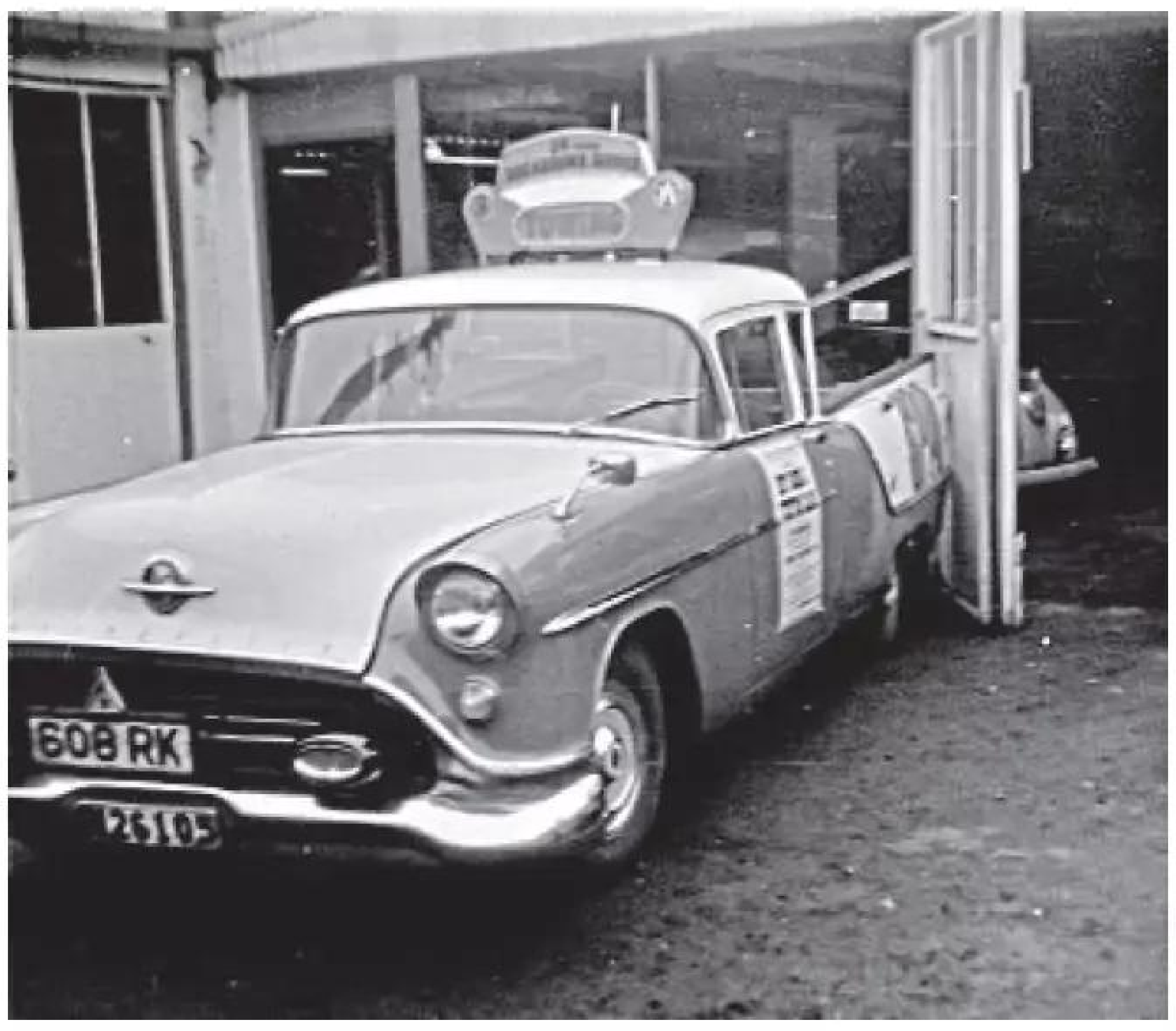
**This slightly ratty '47 Plymouth, photographed on the Sunday, belonged to Pete Bartlett and had been at the Flamstead Get-Together. There appears to be a single scallop by way of decoration. A BHRA badge is mounted over the number plate.**





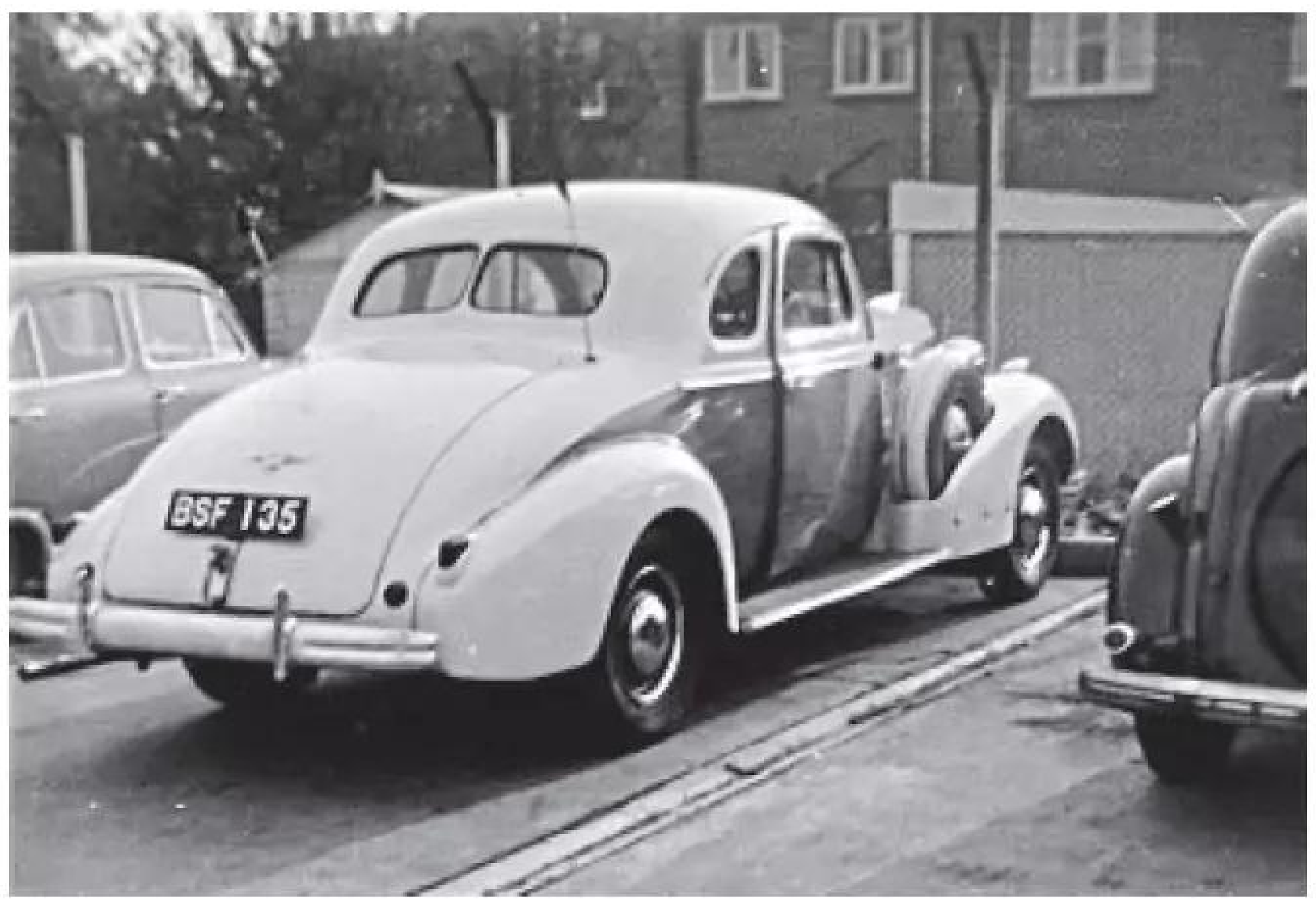
## Oldsmobile pick-up 1954

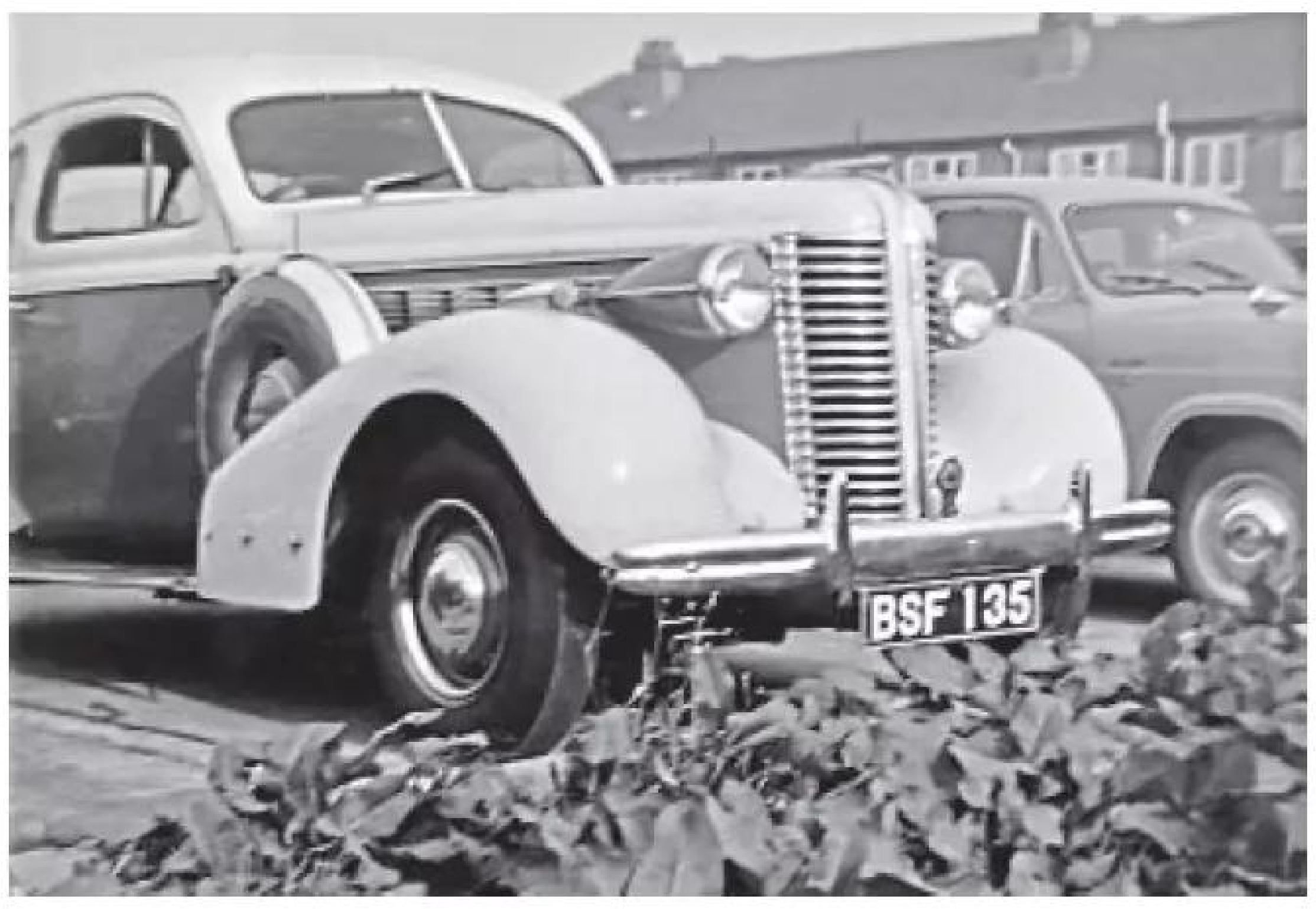
John Bennett drew much acclaim for his heavily restyled Austin A70 pick-up, but his workaday vehicle was this 1954 Oldsmobile pick-up, cut down from a four-door sedan. It was also a familiar sight at drag meetings, where it was used for push-starting dragsters. Note the sign on the door promoting the Easter show.



## Buick Coupe 1937

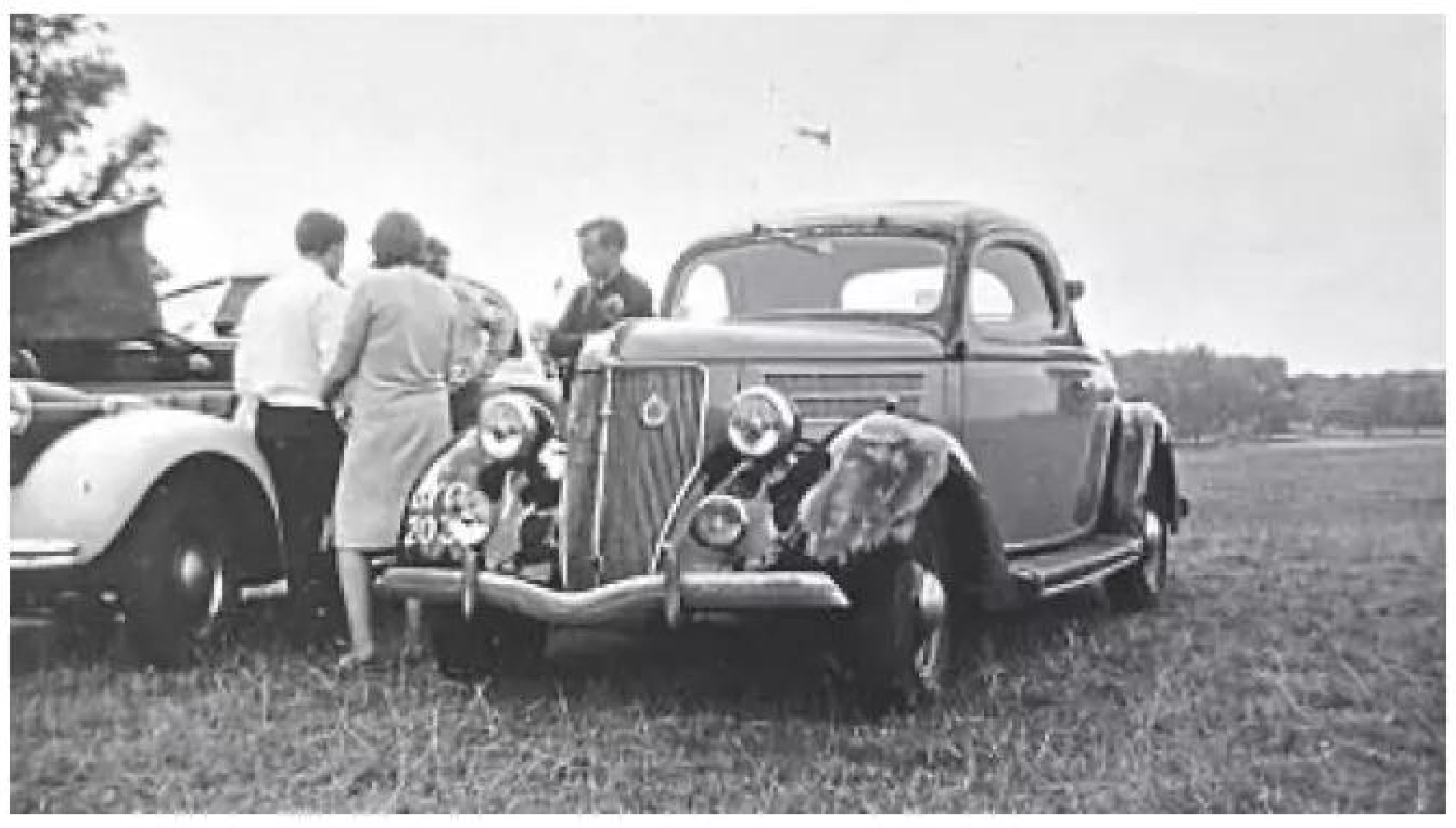
The second BHRA AGM was in October 1964, and that's where Allan found this 1937 Buick coupe. Happily, it still survives, although it hasn't been taxed for the road since 2009. Recent photos show it looking fully-restored, with the two-tone paint replaced by cream all over.





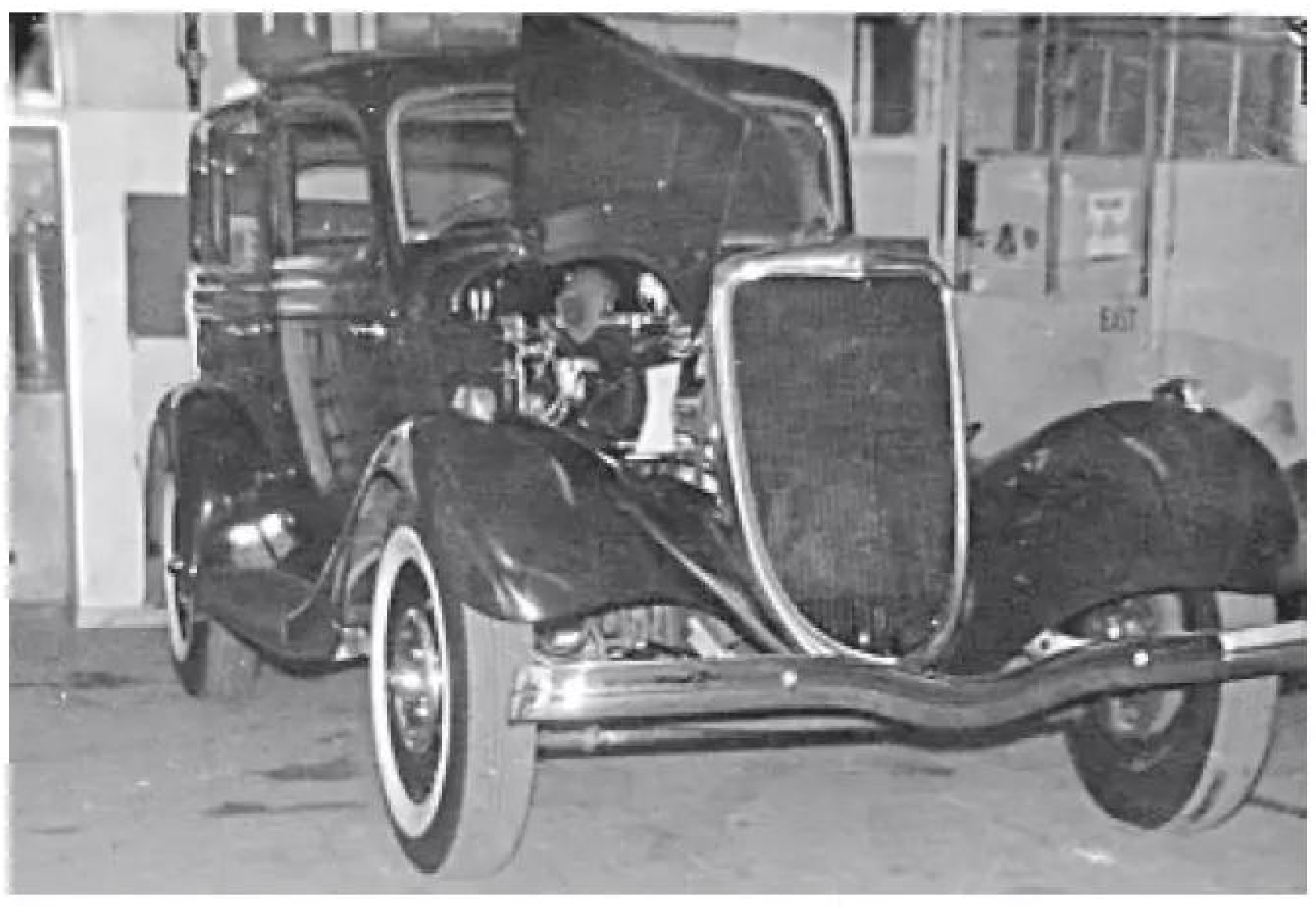
## Ford Coupe 1936

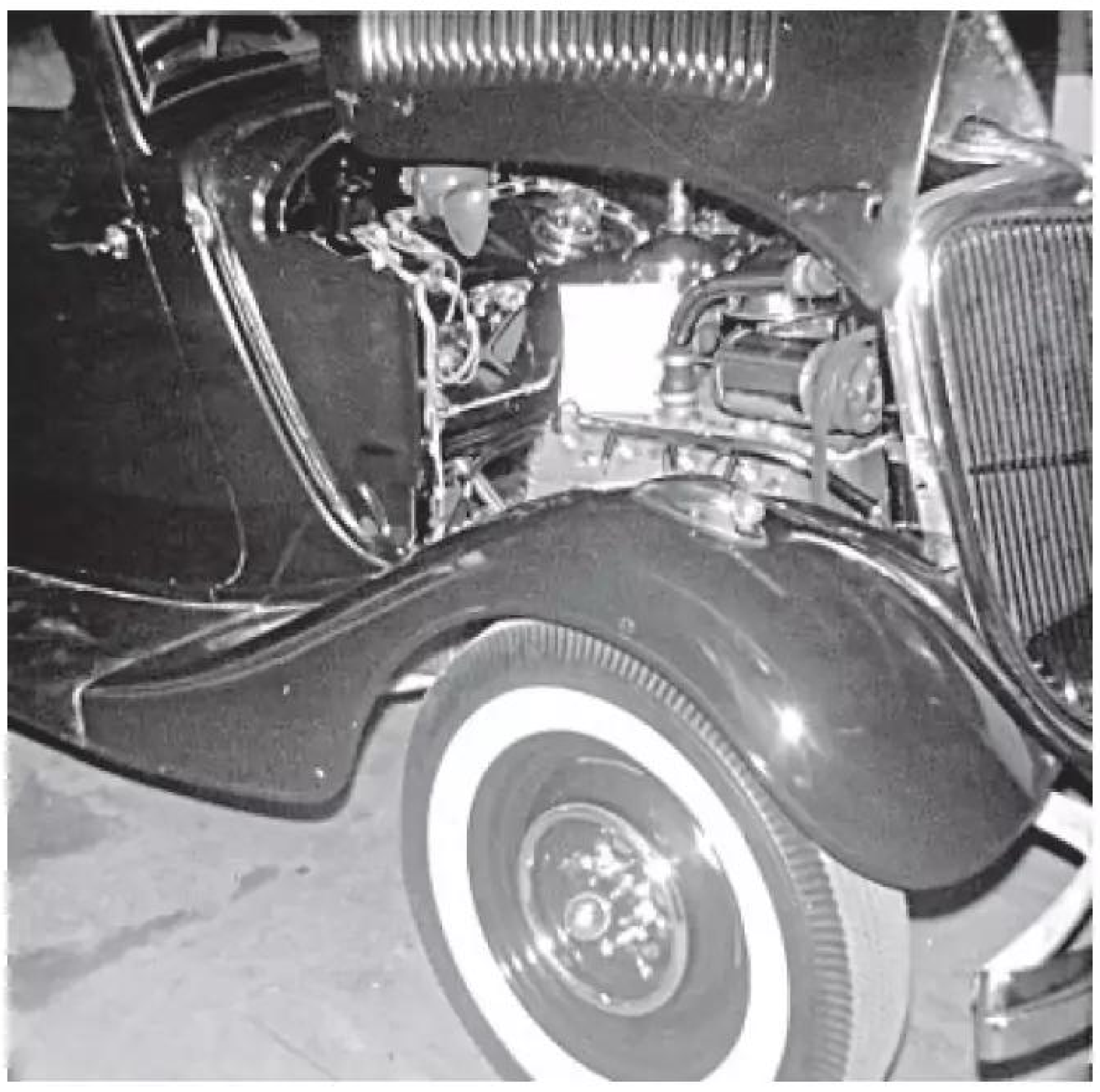
Two survivors in a row! We are now at a very well-attended BHRA Get-Together at Woburn Abbey on 15th August 1965. We don't know much about this '36 Ford Model 68 coupe, except that it was most recently taxed for road use in 2013.

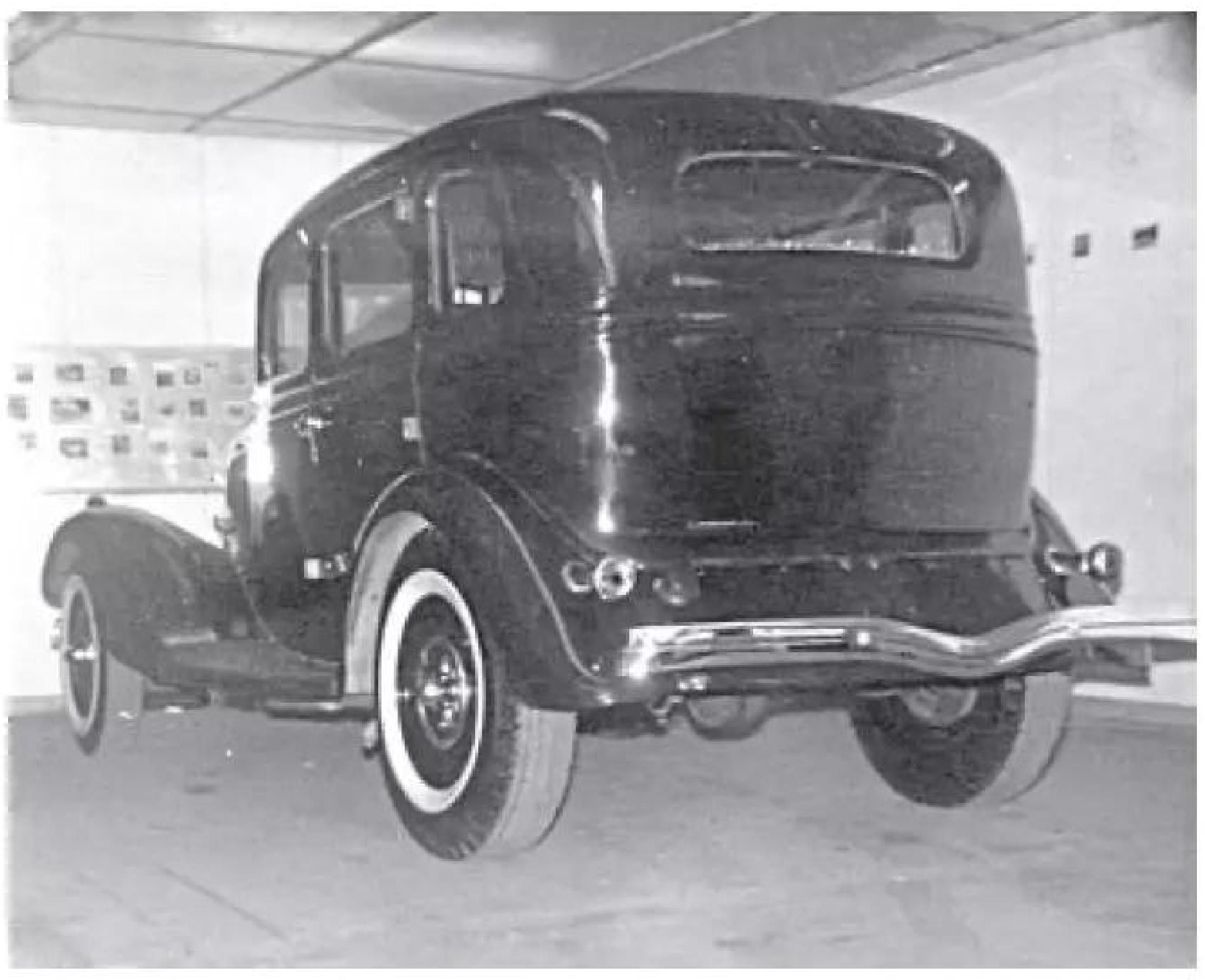


## Ford Sedan 1934

Now we step into the show proper… One of the star exhibits was Brian Coole's 1934 Ford sedan, which Maurice Takoor described as 'Midnight Blue with a purple tint, powered by an English V8 and displaying a lot of chrome'. This car was named Best Hot Rod when it reappeared at the BHRA's second show in the Hyde Park underground car park in March, 1964. Registered BME 612, we are pleased that this car still exists, but it has been restored to factory specification, which seems a little sad in light of its historic importance.

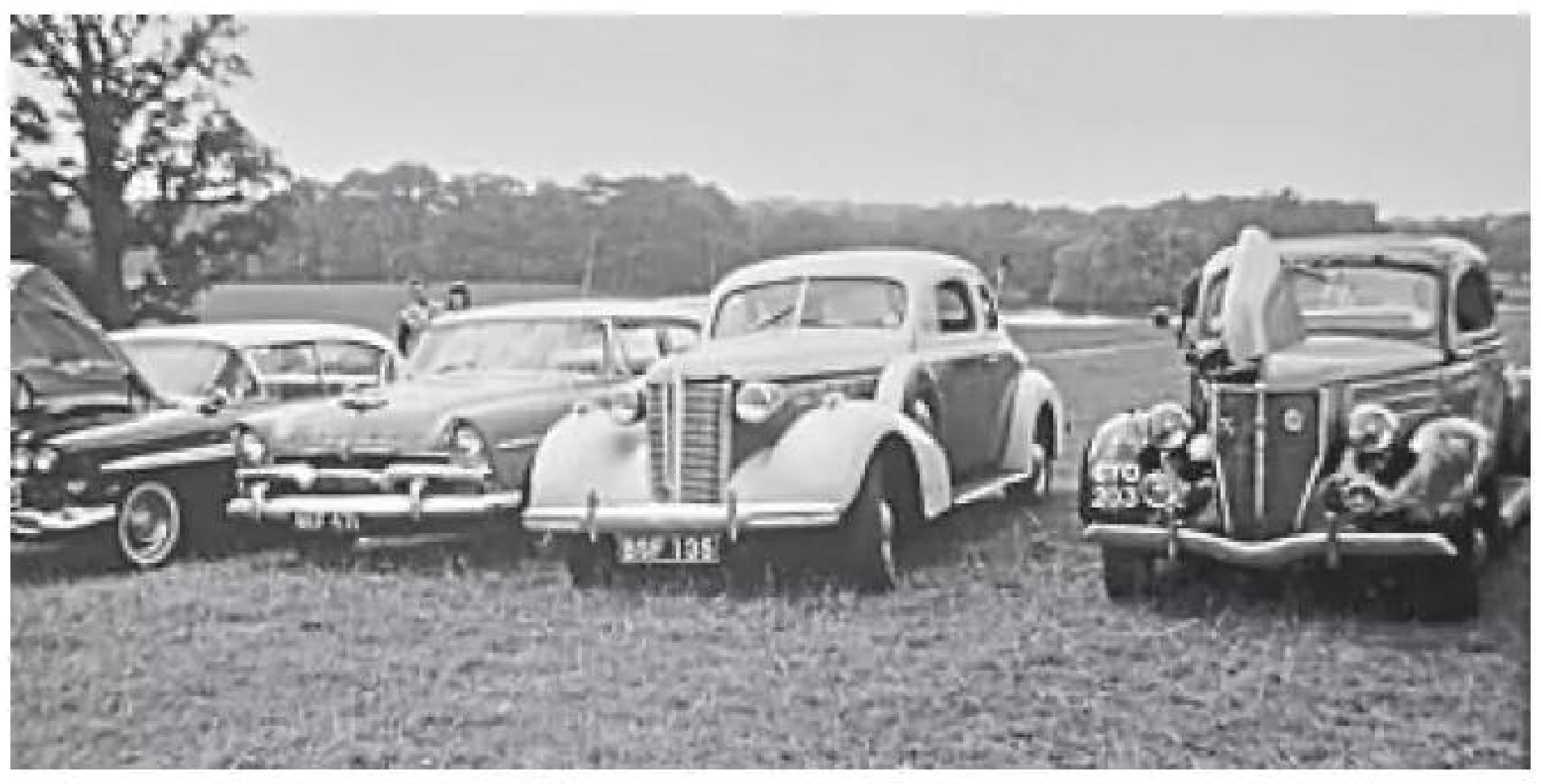






## Woburn Abbey Rally

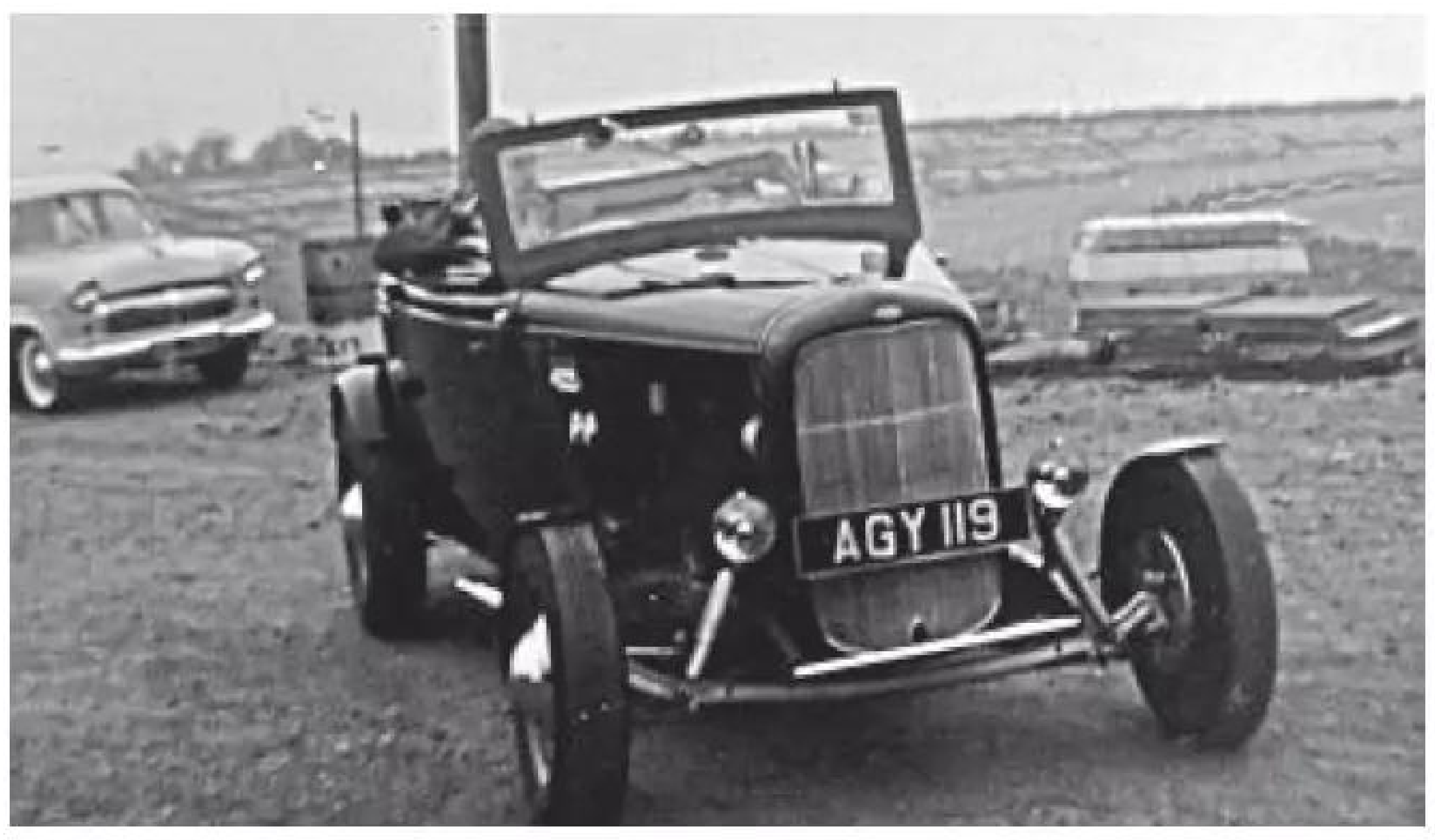
This shot gives a slightly broader view of the attendance at Woburn. Sadly, the '55 Plymouth appears not to have survived. Although this doesn't necessarily give the impression of a hot rod gathering, the Pontiac on the far-left was extensively modified…

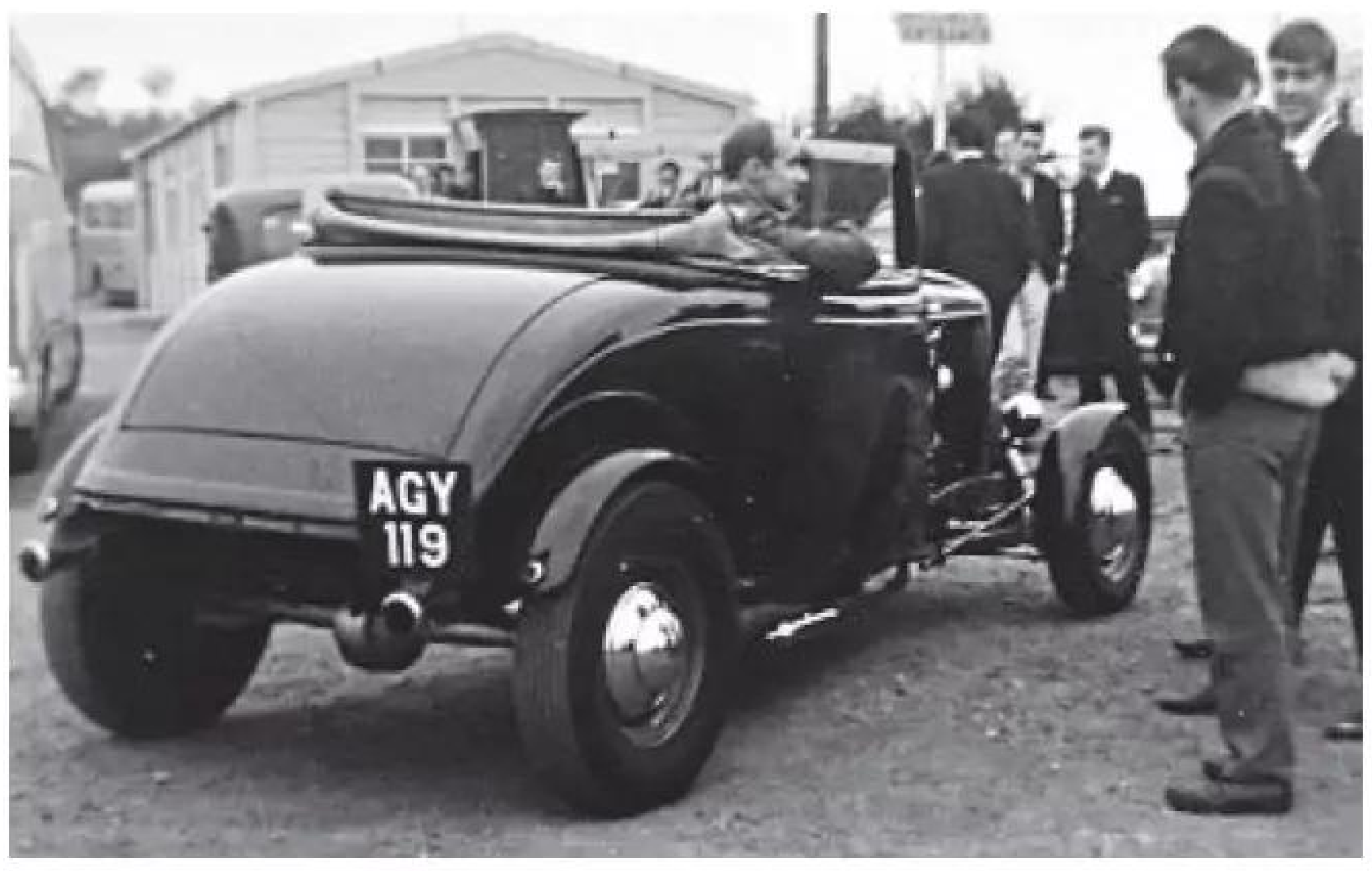


## Ford Roadster 1933

The BHRA's first AGM was held in October 1963 at Hednesford Hills Raceway in Staffordshire, and here in attendance is Ken Cooper with his second car, a '33 Ford Type 40 roadster, with '32 grille, '48 Mercury flathead and '39 Mercury hydraulic brakes, painted black with bright red chassis and wheels.

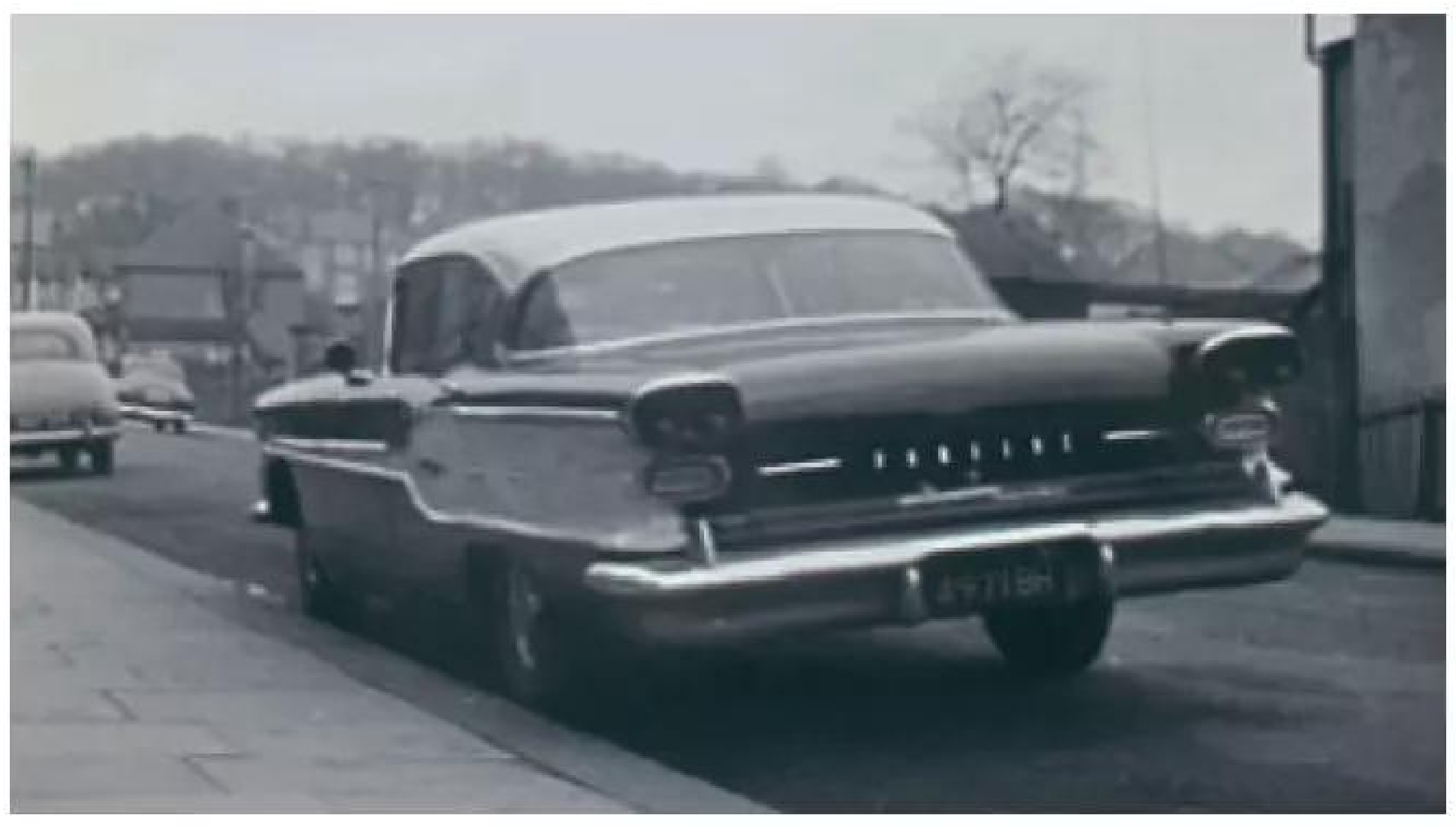
The grille came from a '32 Tudor sedan which Cooper found for sale for £10. He only ever regarded the roadster as 80 per cent finished, and he sold it with a Pilot engine, having removed the Mercury lump for his home-made dragster project. It has survived and was exported to Sweden in 2001. It now sports '33 wings and front panels, and returned to Britain for the 2016 Pendine Sands races. On the right of the picture, Barry is seen flashing a smile to Allan.

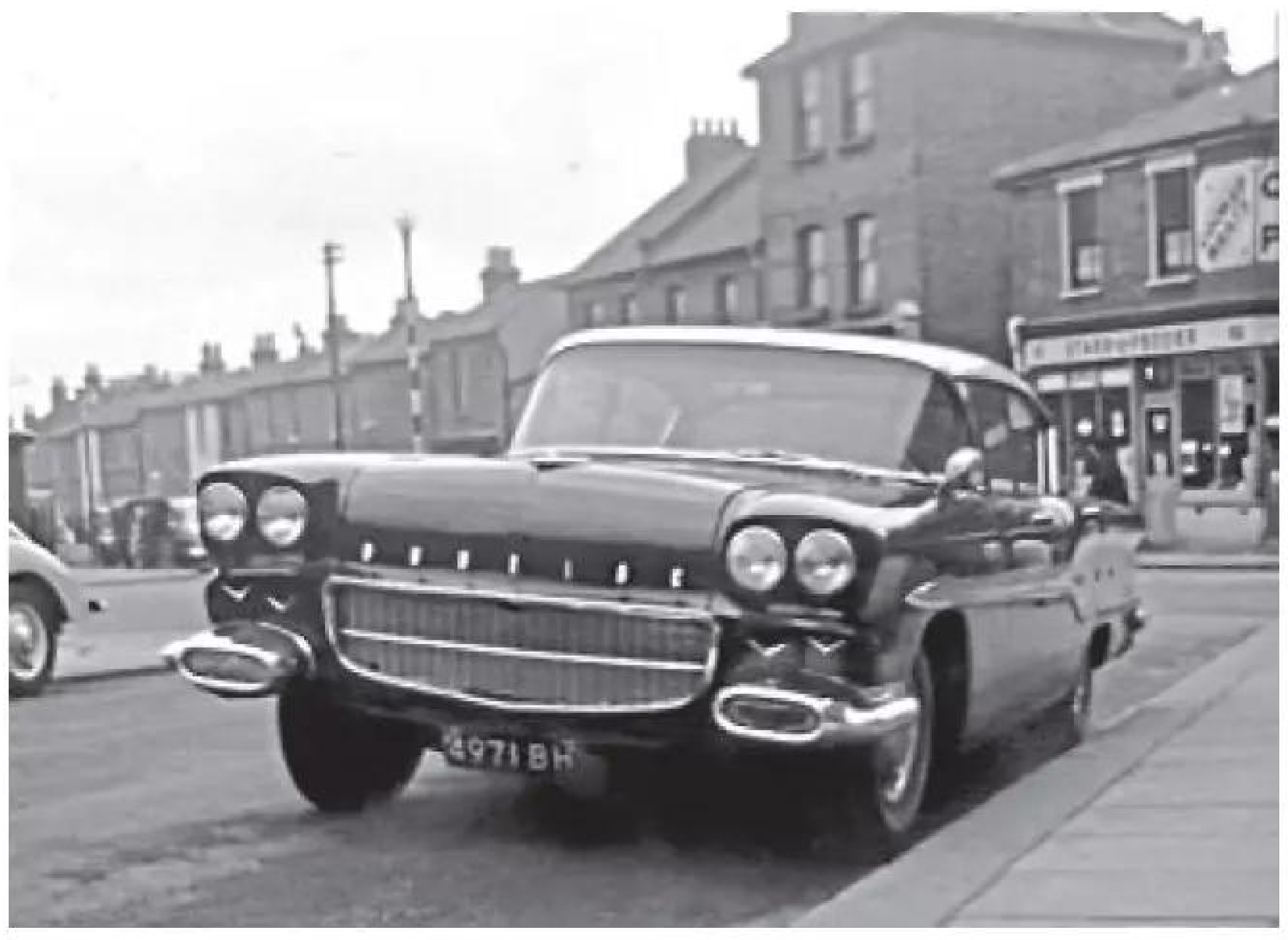




## Pontiac Chieftain custom 1958

As glimpsed at Woburn, this 1958 Pontiac Chieftain looked an American-style custom, but was actually another John Bennett creation. He bought it with accident damage, and since accident repairs were his speciality, he rebuilt it with a custom front end. The car became very famous at drag races in the 1960s, where it was mostly raced by Ann Palmer/Bennett, whom John married in 1965.





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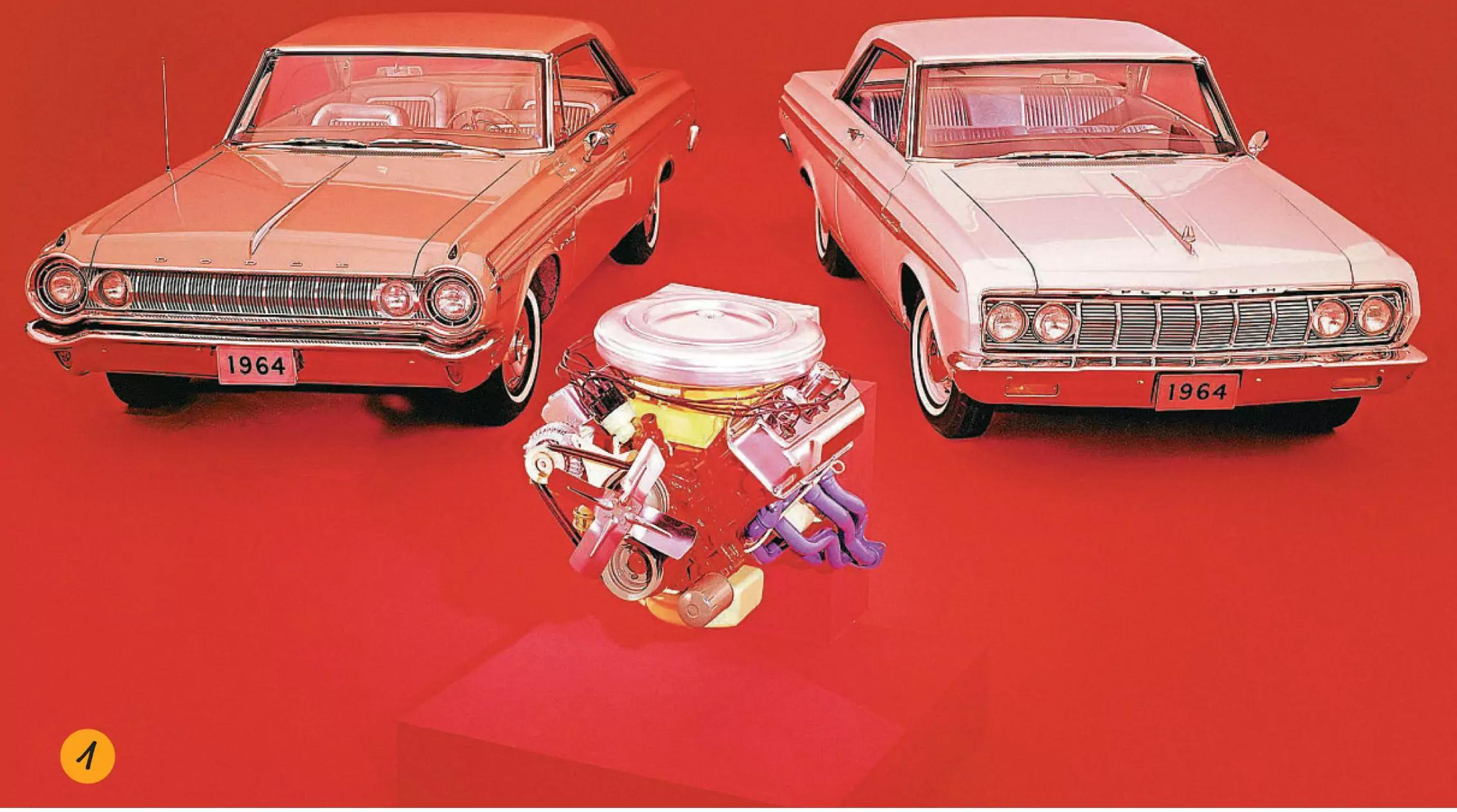
# Hemi Heritage!

Designed in 1963, the second-generation Hemi engine was a masterpiece of a automotive tech for NASCAR and drag racing. James Maxwell celebrates this engineering marvel that's still hallowed to this day…

**Words:** James Maxwell


1

**1.** The buzz about a new version of the Chrysler HEMI engine first surfaced publicly in the pages of Popular Hot Rodding Magazine (December 1963) with these words from writer Greg Curtis: "When another engine comes along to replace the old 'HEMI,' and matches its performance, it also will have hemispherical combustion chambers. This is the only way to go for ultimate breathing.

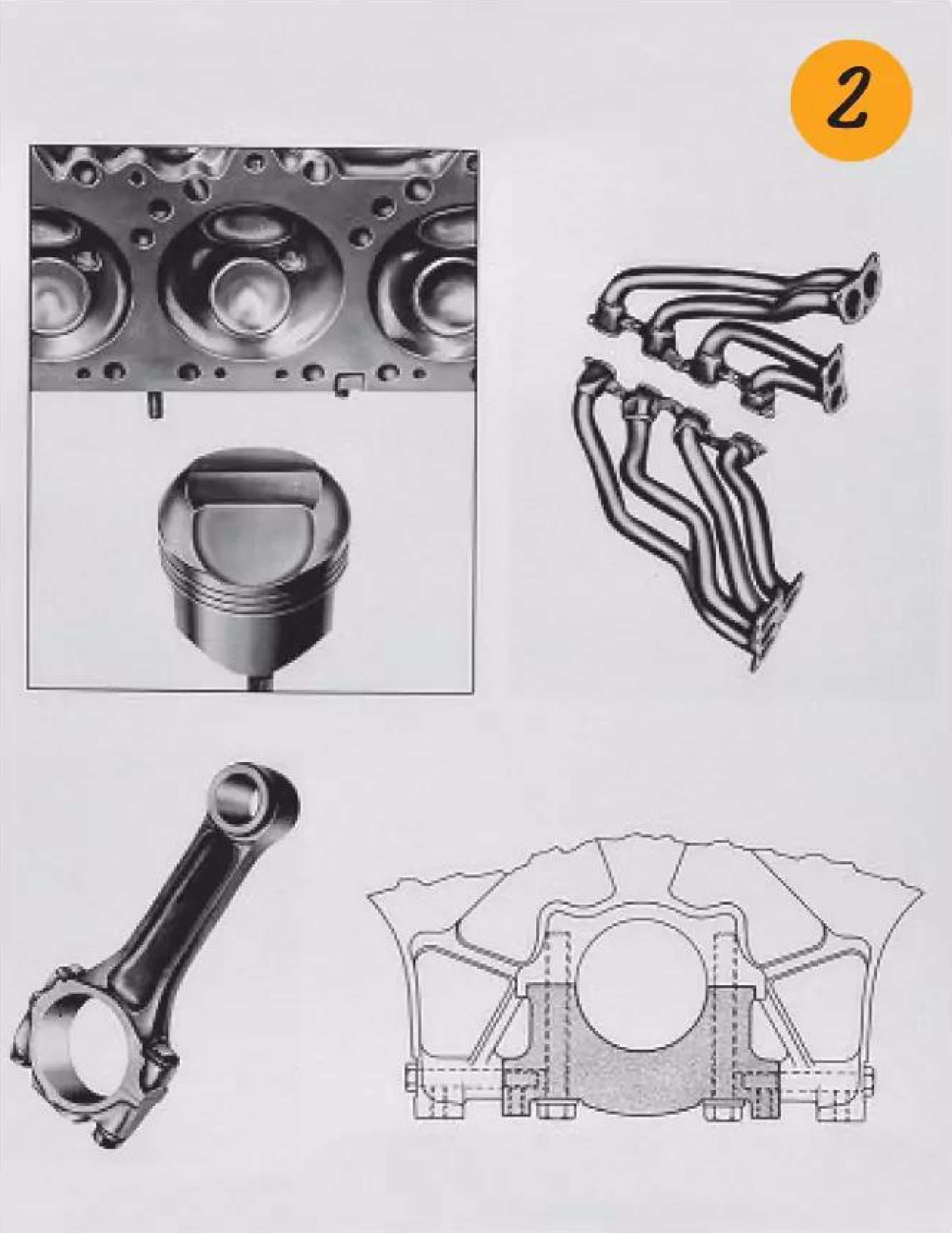
"Chrysler engineers know this very well – (even though they replaced the HEMI with the wedge-chamber 'B' engine). This will be proved next spring when these same engineers introduce a brand-new set of HEMI heads for B Super/Stock engines! That's what the grapevine has been saying." There had been talk for a while about Chrysler bringing back the HEMI, but this published report is believed to be the first real teaser about it, perhaps planted by a Chrysler PR man.

Curtis' article was titled "Chrysler is King" and he points out the then situation for hot-rodders regarding the out-of-production FirePower engine. "The big HEMI-head Chrysler is dying a slow death. Or rather it's being strangled. Chrysler quit building the things in 1958, because of excessive production cost. Parts are still available—but they're getting tighter every day. The factory warehouse supply of brand-new blocks and heads was exhausted long ago. The boys who are running Chryslers today are living off junkyard parts. Of course this can't go on forever."

Looking back writer Greg Curtis obviously was given an accurate tip off about the upcoming new HEMI engine was coming from Chrysler, and while he didn't have any specifics on the new mills, he assured his readers that "it will take another HEMI-head design to take its place (the FirePower) in the hot rod picture."

**2.** Among the components on the new HEMI were high-dome pistons, tubular exhaust-headers, newly designed, stronger connecting rods with 7/16-inch bolts, and main bearing cap with horizontal tie-bolts.

**3.** Designed for NASCAR stock car racing, the Circuit Racing version is revealed with the tell-tale A117 'bathtub' intake manifold designed by Chrysler engineers for the NASCAR teams that ran Dodge and Plymouth race cars on the track.


2

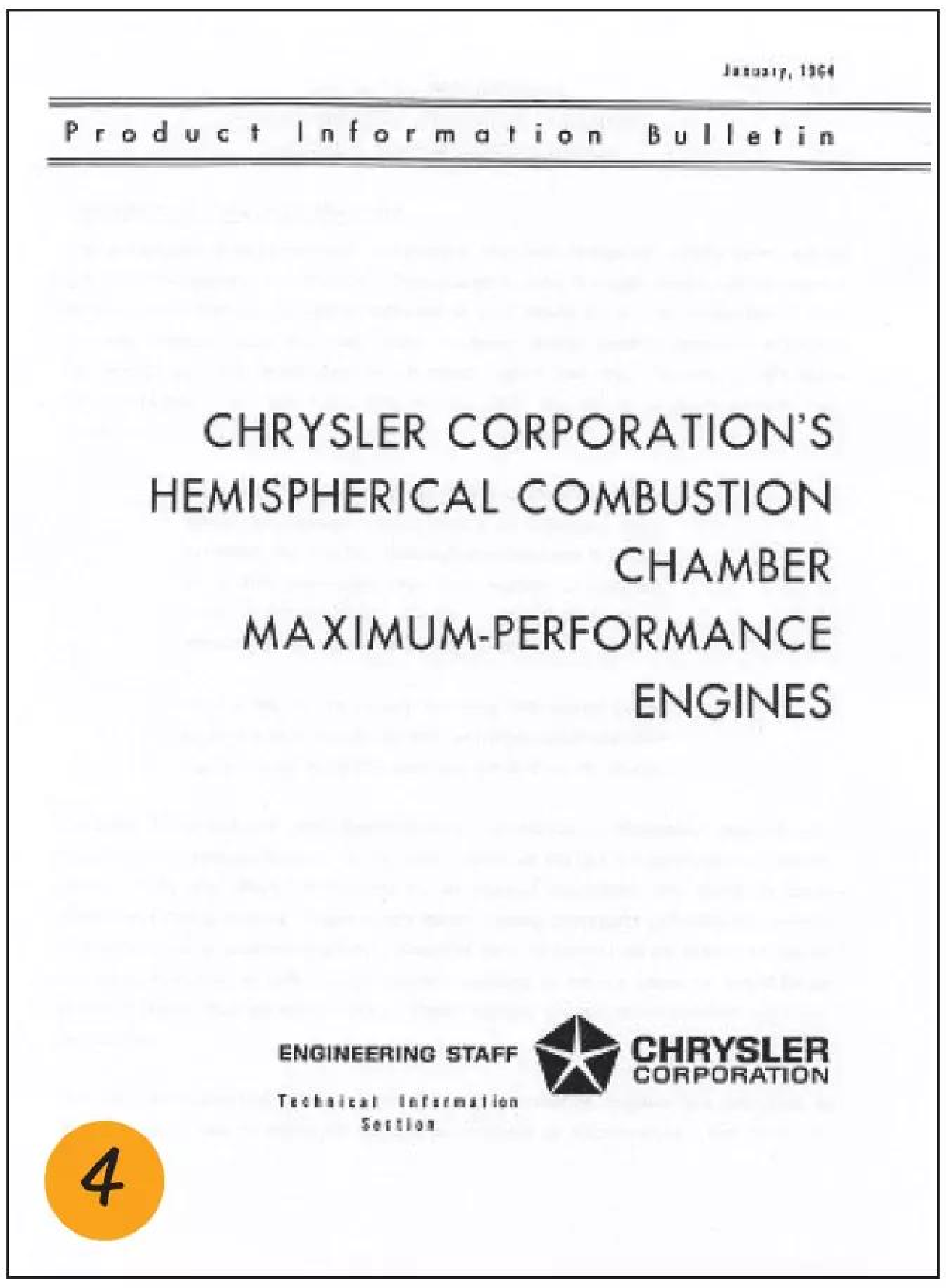
As seen in the opening photo at the start of this feature (with the Circuit Racing HEMI staged between the Dodge and Plymouth Hardtops)

the large, round silver-hued air cleaner used in NASCAR racing was of rear-intake air design. There's a large rectangular opening in the rear that corresponds with the plenum chamber at the base of the windshield, providing relatively cool fresh air into the engine.

**4.** The Engineering Staff released an informative report on the new 426 HEMI with this opening page introduction: "Chrysler Corporation's hemispherical-head, maximum-performance engines are scheduled for 1964 production on the same basis as earlier competition-type powerplants.

"They are offered exclusively for the serious competitor who want to enter supervised racing events. Their highly tuned, racing camshafts preclude the smooth, even idle found in ordinary engines. Manifold heat is sacrificed for maximum power, and thus, warm-up is slow. Cold weather starting is not the same as would be expected of family-type passenger cars. These engines are not recommended for everyday driving."

The PHR article talked mostly about the HEMI engine and drag racing, but in reality, the real reason the factory decided to invest its resources in reviving a HEMI-head engine was in an effort to do well on the super speedways of NASCAR stock car racing. Dodge and Plymouths, with wedge heads were not doing an adequate job of keeping pace with rival makes on the big tracks (Ford was the main dominant force at the time, with the Pontiacs being the fastest before that) and legend has it that it was Lynn Townsend himself, the president of Chrysler, that had requested that the company engineers come up with a way to win the Daytona 500.


January, 1964

Product Information Bulletin

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ENGINEERING STAFF
CHRYSLER CORPORATION
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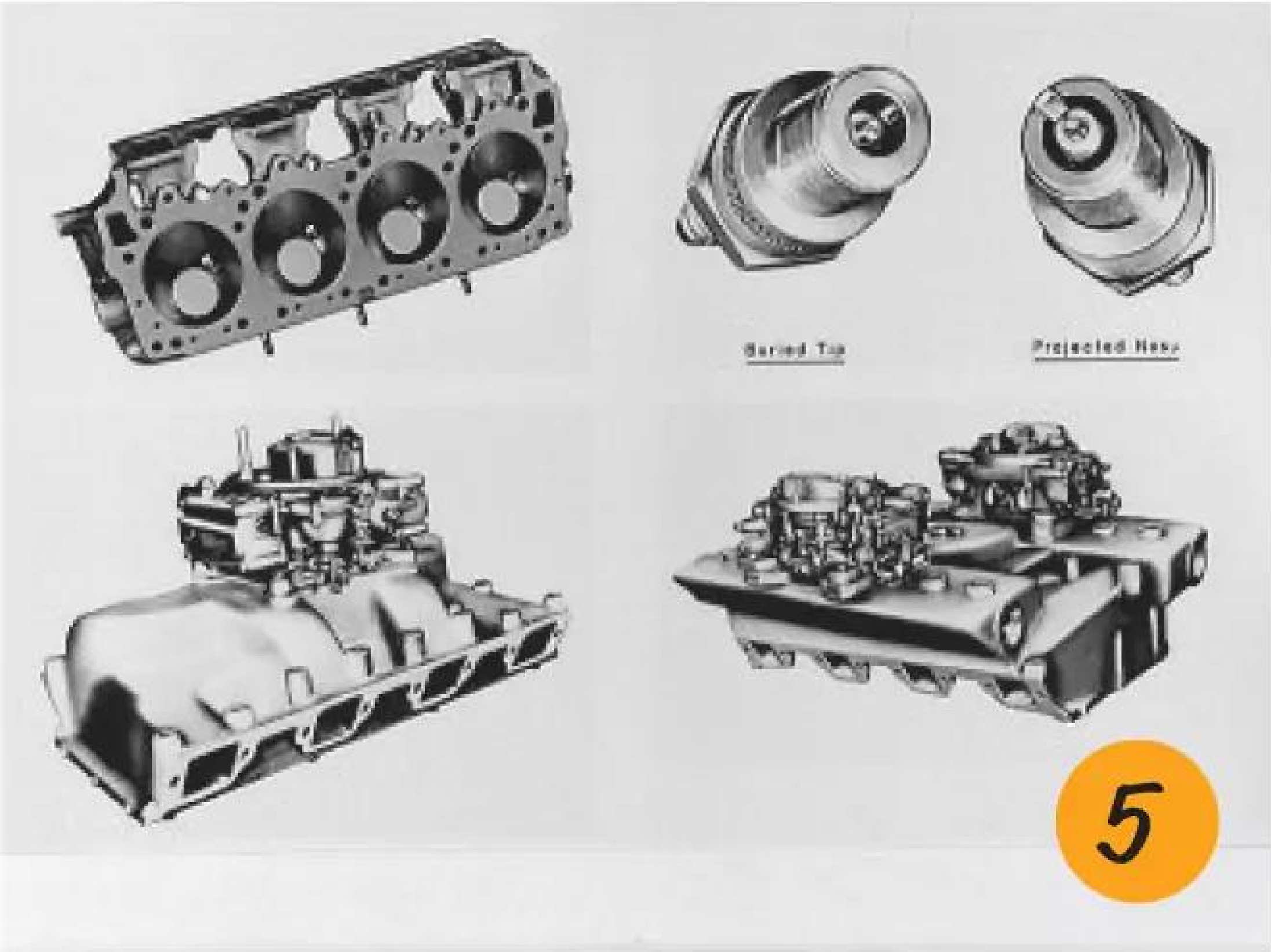
Section

**5.** The new HEMI was built to conquer NASCAR. It had 12.5:1 compression and came with a single four-barrel carb mounted on top of a somewhat traditional two-level design (180-degree) intake manifold, and with large capacity internal runners for good airflow. With what had to be a totally tongue-in-cheek rating the factory said the circuit engine developed 400 horsepower!

Chrysler said this with a straight face and that figure was identical to their (now totally obsolete for NASCAR competition,) race version of the 426cu in. wedge, which came with one and a half less points of compression and nowhere near the breathing capacity. Chrysler kept their real horsepower numbers private and only let the competition guess what these engines actually produced when they hit the racetracks. The two different intake manifolds shown were the single Holley four-barrel carb for stock car racing and the 2x4 cross ram (dual Carter model AFB-3816S 4bbl) for drag racing.

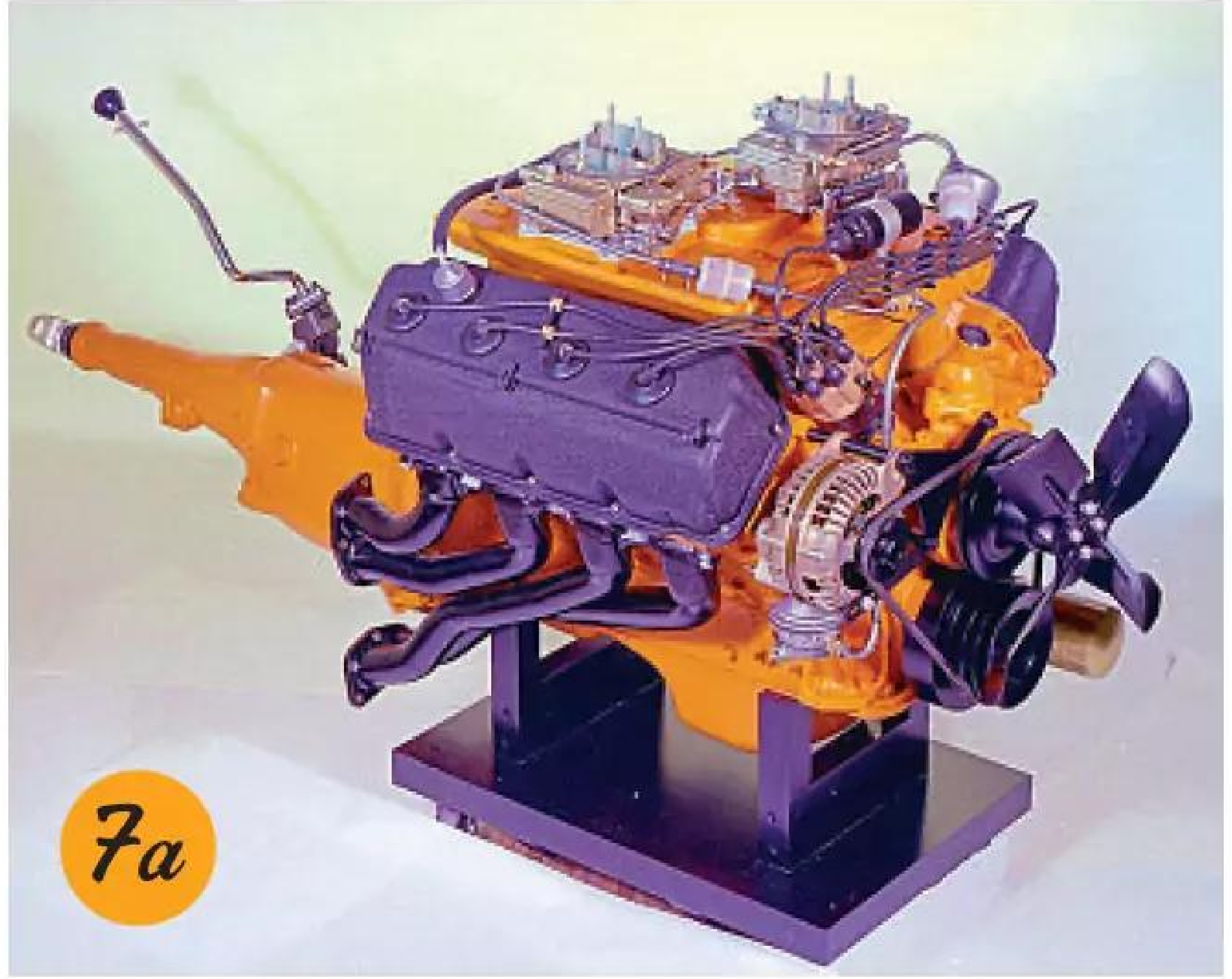


**6.** The acceleration version of the 426 HEMI engine (A864) was available in two versions: 11.0:1 compression - 415 listed horsepower and 12.5:1 compression - 425 listed horsepower.

These drag race powerplants featured a ram-tuned "cross ram" aluminium intake with two Carter AFB carburetors, 1-11/16-inch primary and secondary bores, progressive throttle linkage. A single, oval-shaped air cleaner surrounds both four barrel carburettors. Cable-actuated manual chokes on both engines.

As with the Circuit-Racing engine, specially designed tubular steel exhaust headers were included and made up of separate lengths of steel tubing welded to cast steel port flanges. Prestolite double breaker ignition was also used.

**7a & 7b.** For 1965 there were lightweight drag race package cars, B-body Dodge / Plymouth sedans fitted with the "A990" Race HEMI engines.



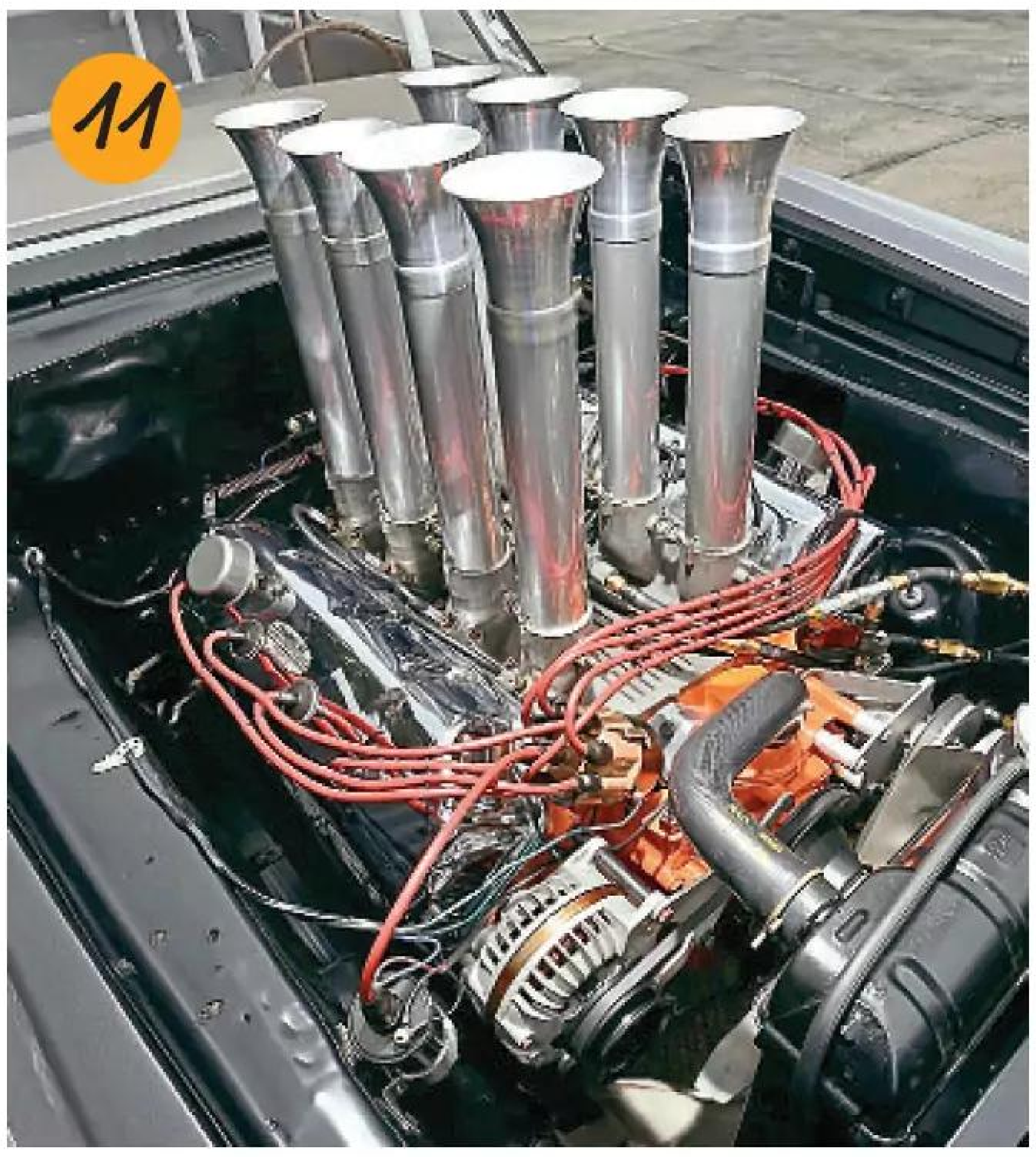
**8.** The whole idea for the new 1966 Street HEMI was to put this powerplant, albeit de-tuned, into the hands of customers that desired ultimate Mopar street performance.

**9.** All Street HEMI engines (1966-1971) featured twin in-line Carter four-barrels carburettors atop an aluminium intake manifold.

»

**10.** "Chrome Dome" air cleaner added to the impressive underhood visuals.

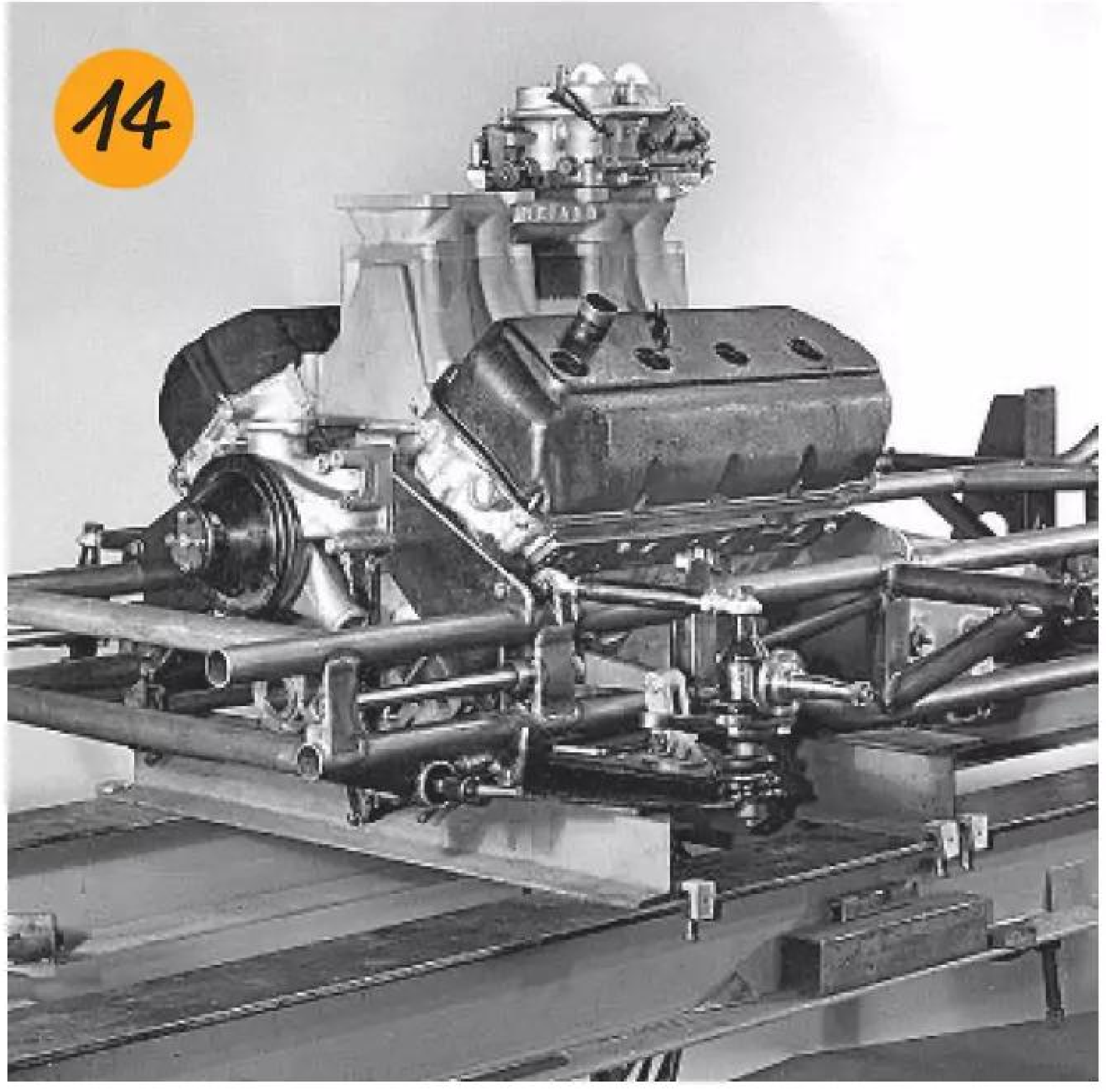
**11.** During the heyday of the A/FX era when Mopar racers like Sox & Martin, Dick Landy, the Ramchargers and so on, injected HEMIs were all the rage! There were both four-speed cars and those that ran automatics, and Chrysler's performance engineers did extensive testing in both the laboratory and on the track to achieve optimum horsepower results. The inlet pipes, or "stacks" were tuned to length as to what transmissions were run, automatics ran best with 23-inches in length, manuals best with 16.35-inch length.



**12.** For the 1968 NHRA Super Stock racing wars, Chrysler Corporation went all-out with lightweight Plymouth Barracuda and Dodge Dart package cars equipped with 426 Race HEMI engines.

**13.** The early 1970s saw the introduction of the dual plug HEMI heads, pioneered by Dick Landy, and the matching equipment included a tunnel ram intake (Weiand in this photo) and a pair of Holley 4500-series Dominators.

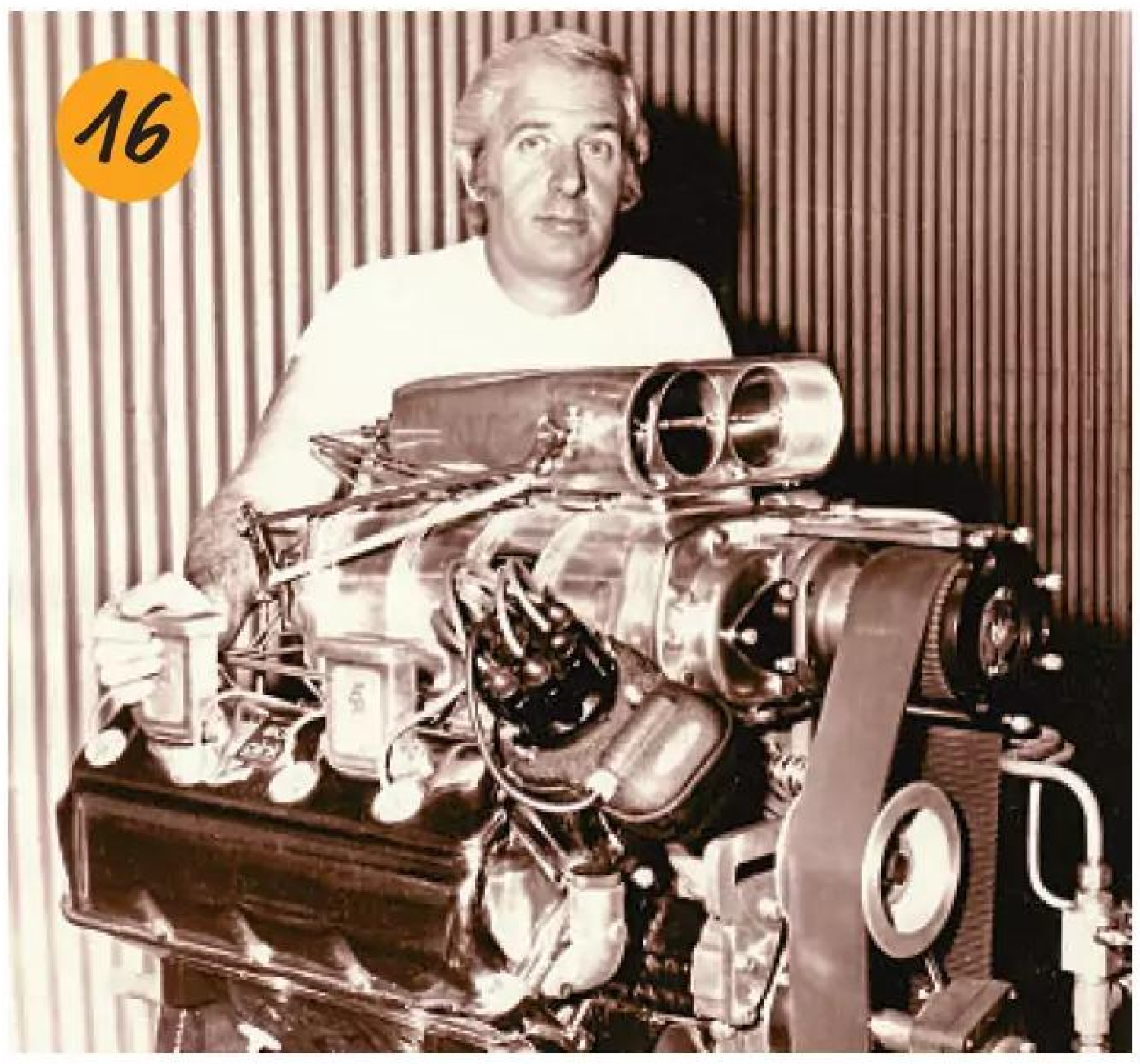
**14.** When Gary Dyer built a HEMI Dodge Colt for Mr. Norm's Grand Spaulding Dodge, a match racer Pro Stock, he choose a 366cu in de-stroked version to best fit the rules at the time.



**15.** Seen here an example on a Ray Barton race HEMI, a pair of Holley Dominator carburettors mounted on a custom aluminium sheet metal tunnel ram designed for optimum power for the RPM range of the particular engine.

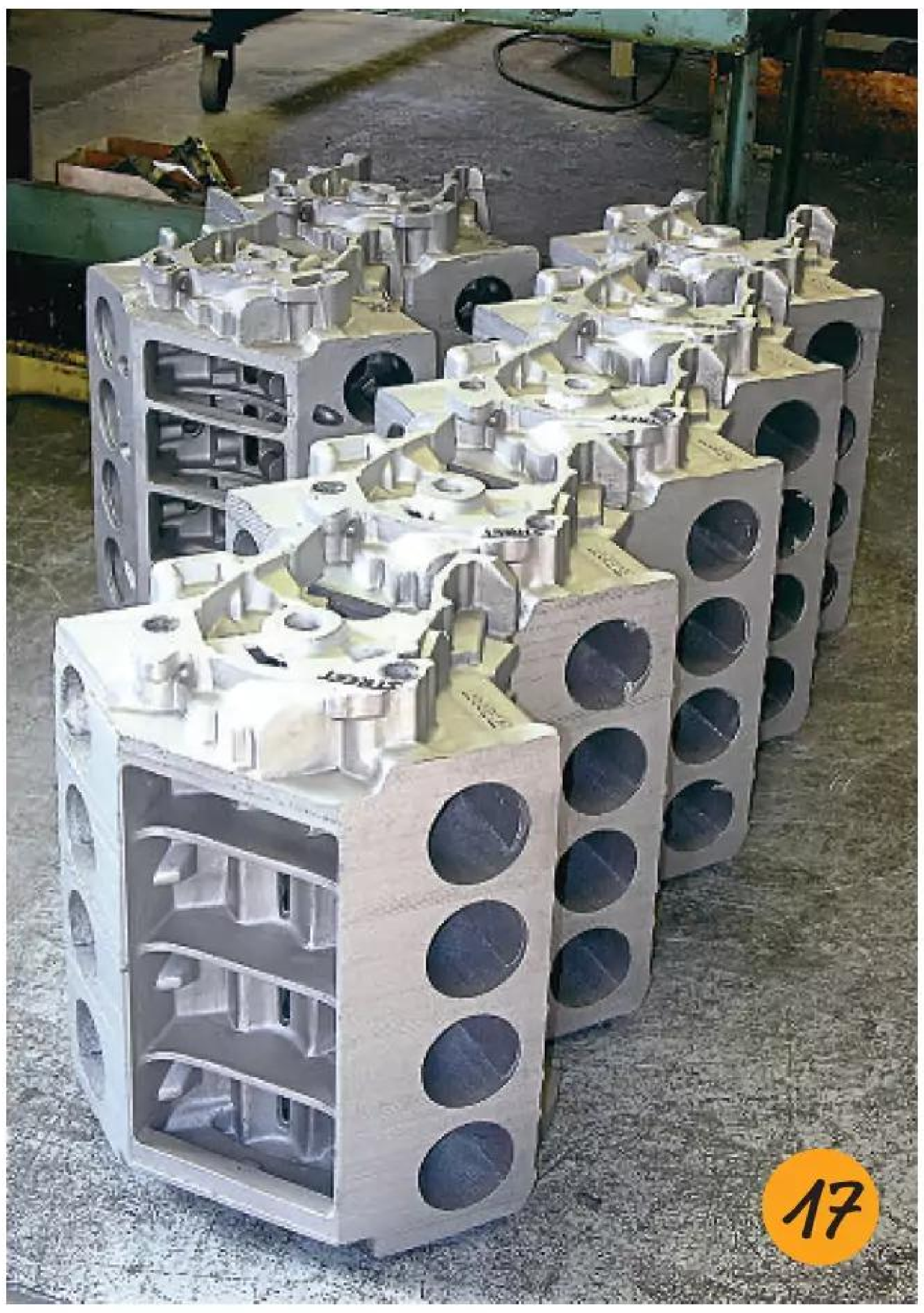
**16.** When racing engine builder Ed Pink assembled a 426 HEMI for supercharged nitromethane use, they were affectionally known as "Pink Elephants" and because of his last name, the drag racing publications and car magazines of the day really played up the "Black vs Pink" rivalry as often time on the nation's drag strips, a car with a Keith Black HEMI would be lined up against an Ed Pink HEMI-powered car.

There were other 426 race HEMI nitro engine builders in the era, such as Sid Waterman, Steve Montrelli and the Ramchargers. Pink's last nitro customer was Harry Eberlin and the Super Shops car, circa 1981, as by that time the individual Top Fuel and Funny Car crew chiefs had learned how to build and tune their own HEMI powerplants.



**17.** The end of production of the 426 Hemi was a key event in the creation of the Keith Black aluminium 426 HEMI racing block, which came in 1974.The release of the famed KB engine block was without question the "shot heard around the world" for the sport of drag racing. With aluminium, racers gained several advantages: they saved 100 lb (45 kg) in weight and had an engine that was now repairable.

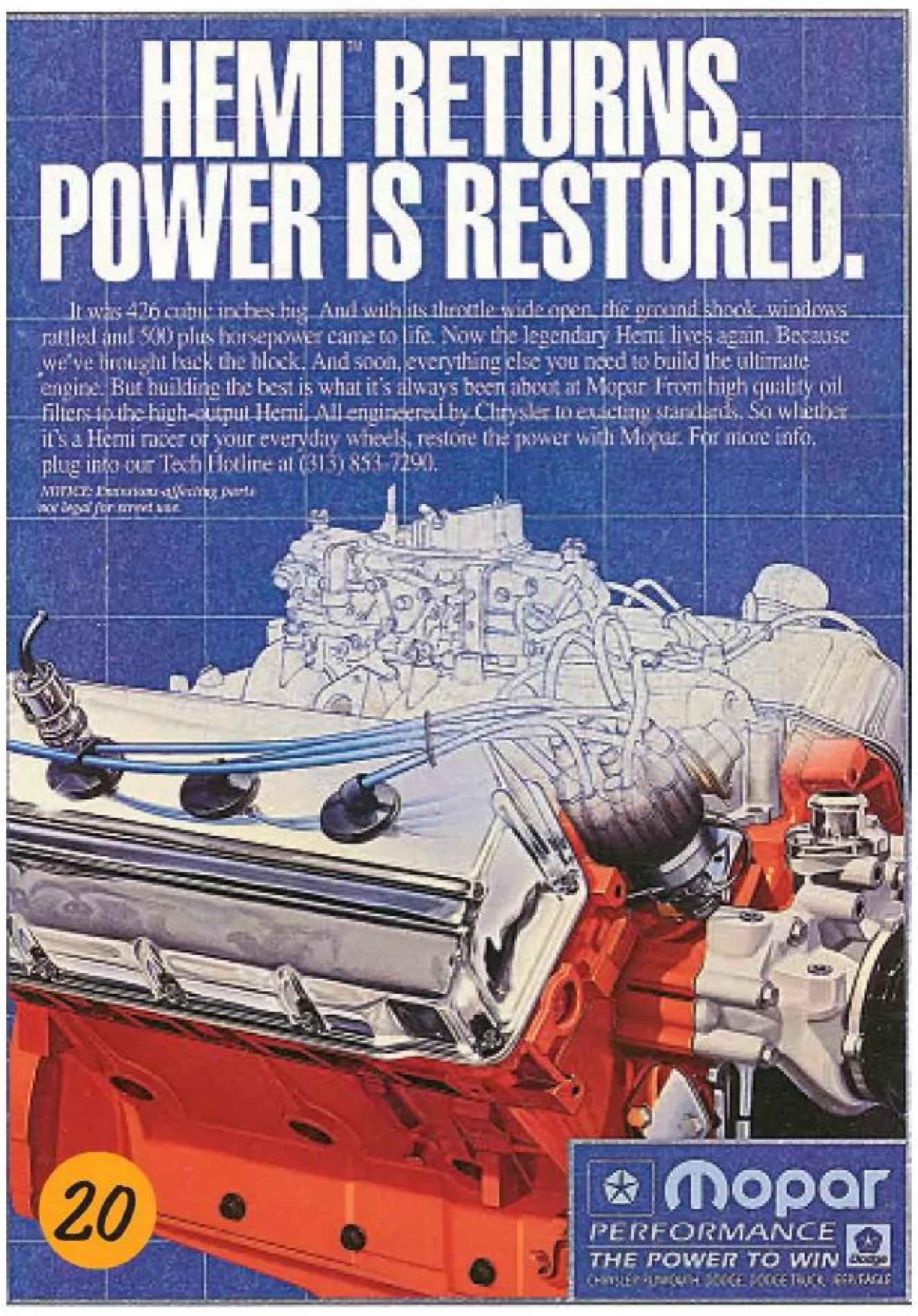
Keith wasn't the first one to market a race block for dragsters, but his 426 version made the biggest impact and completely changed the face of professional nitro racing and would come to dominate the market. While today's nitro racing required forged blocks, KB cast blocks are still being used mostly for street rods and the other applications that they are still suitable for.



**18.** Retaining the stock camshaft location, the Mopar 572 HEMI was released some years back and geared especially for those that have a penchant for taking things to the extreme! Retaining a 4.50-inch bore with 4.50-stroke, this combination has been a popular choice for those that want more horsepower and torque compared to the smaller displacement versions and it's widely considered to offer the "most bang for the buck."

**19.** Over the years for 426 HEMI use in A- B- and E-body Mopar cars there's been the wide availability of tubular headers from numerous manufacturers, including: Hooker, Doug Thorley, Cyclone, Hedman, Jardine, JR, and Stahl. And these days, as shown here, chromed 2 ¼ -inch primary diameter headers are available, from TTI Exhaust.

**20.** It was 1998 when Mopar Performance reintroduced the 426 HEMI block, all thanks going to Joe Higler and was the reincarnation of an iconic Chrysler engine. Also helping the cause was that the factory had brought back crankshafts, connecting rods, rocker arms, iron and aluminium cylinder heads, chrome valve covers and intake manifolds. This "HEMI returns. Power is restored." advertisement was a welcome announcement to worldwide HEMI lovers.



HEMI RETURNS. POWER IS RESTORED.

It was 426 cubic inches big. And with its throttle wide open, the ground shook, windows rattled and 500 plus horsepower came to life. Now the legendary Hemi lives again. Because we've brought back the block. And soon, everything else you need to build the ultimate engine. But building the best is what it's always been about at Mopar. From high quality oil filters to the high-output Hemi. All engineered by Chrysler to exacting standards. So whether it's a Hemi racer or your everyday wheels, restore the power with Mopar. For more info, plug into our Tech Hotline at (313) 853-7290.

*NOTICE: Emissions-affecting parts not legal for street use.*

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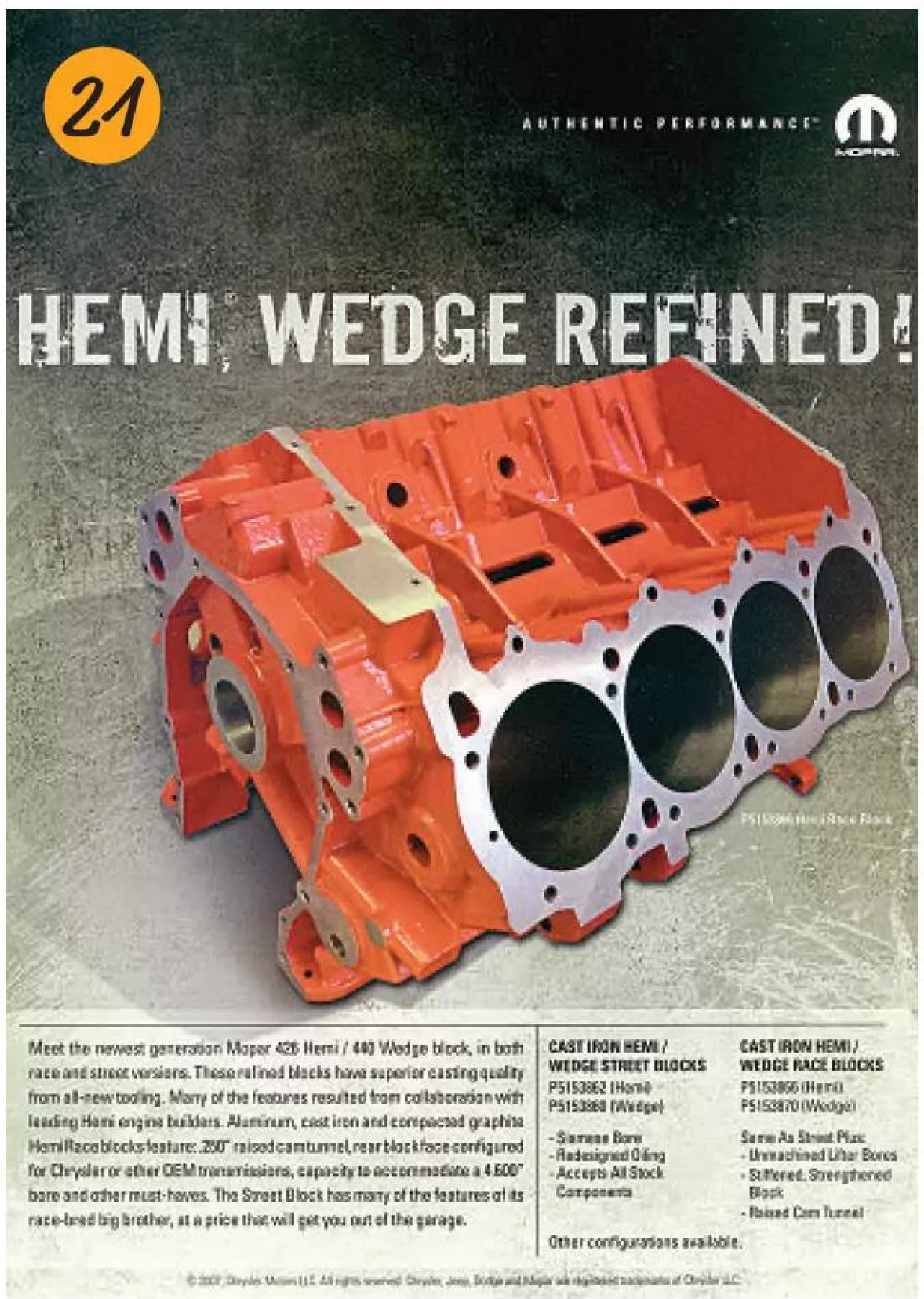
**21.** This 2005 DaimlerChrysler Motor Company LLC "Authentic Performance Mopar" advert highlights HEMI Crate Engines in 426, 472 and 528 cubic inch displacement sizes. In addition, the 540-cu in Aluminium Crate Engine which was sourced by Keith Black Racing Engines.


21
AUTHENTIC PERFORMANCE MOPAR
P5153866 Hemi Race Block

HEMI, WEDGE REFINED!

Meet the newest generation Mopar 426 Hemi / 440 Wedge block, in both race and street versions. These refined blocks have superior casting quality from all-new tooling. Many of the features resulted from collaboration with leading Hemi engine builders. Aluminum, cast iron and compacted graphite Hemi Race blocks feature: .250" raised cam tunnel, rear block face configured for Chrysler or other OEM transmissions, capacity to accommodate a 4.600" bore and other must-haves. The Street Block has many of the features of its race-bred big brother, at a price that will get you out of the garage.

**CAST IRON HEMI / WEDGE STREET BLOCKS**
P5153862 (Hemi)
P5153868 (Wedge)
- Siamese Bore
- Redesigned Oiling
- Accepts All Stock Components

**CAST IRON HEMI / WEDGE RACE BLOCKS**
P5153866 (Hemi)
P5153870 (Wedge)
Same As Street Plus:
- Unmachined Lifter Bores
- Stiffened, Strengthened Block
- Raised Cam Tunnel

Other configurations available.

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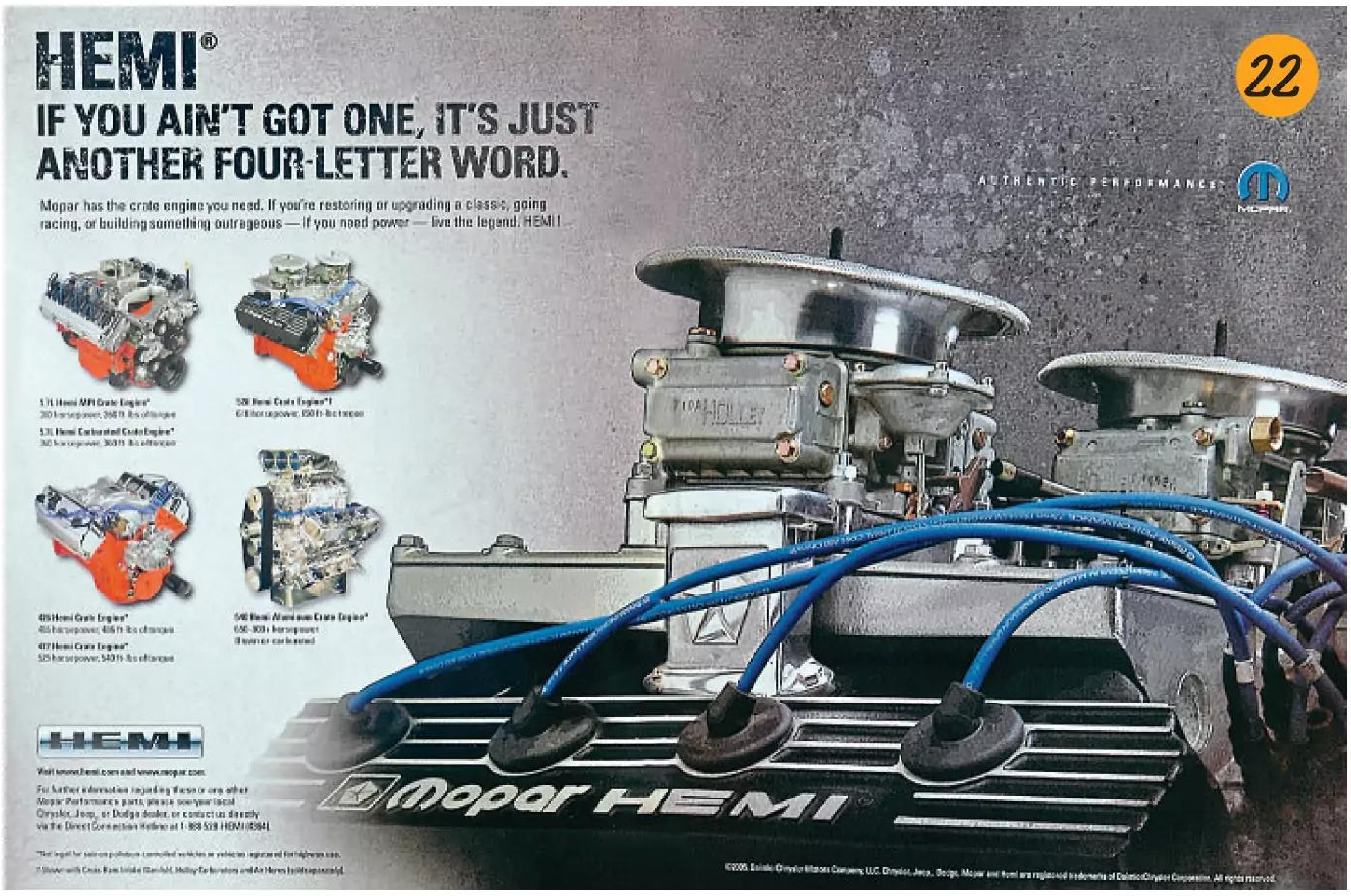
**22.** 2007 Chrysler Motors LLC ad announcing the new HEMI, WEDGE engine block, available in "Street" and "Race" configurations. All-new tooling was used and the design features came as a result of collaboration with the top HEMI engine builders of that time frame. ★


22
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360 horsepower, 360 ft-lbs of torque

5.7L Hemi Carbureted Crate Engine*
360 horsepower, 360 ft-lbs of torque

528 Hemi Crate Engine*†
610 horsepower, 590 ft-lbs torque

426 Hemi Crate Engine*
465 horsepower, 486 ft-lbs of torque

472 Hemi Crate Engine*
525 horsepower, 540 ft-lbs of torque

540 Hemi Aluminum Crate Engine*
650-900+ horsepower
8-barrel carbureted

Visit www.hemi.com and www.mopar.com.

For further information regarding these or any other Mopar Performance parts, please see your local Chrysler, Jeep, or Dodge dealer, or contact us directly via the Direct Connection Hotline at 1-888-528-HEMI (4364).

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.
† Shown with Cross Ram Intake Manifold, Holley Carburetors and Air Horns (sold separately).

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## Timetable For Early Development

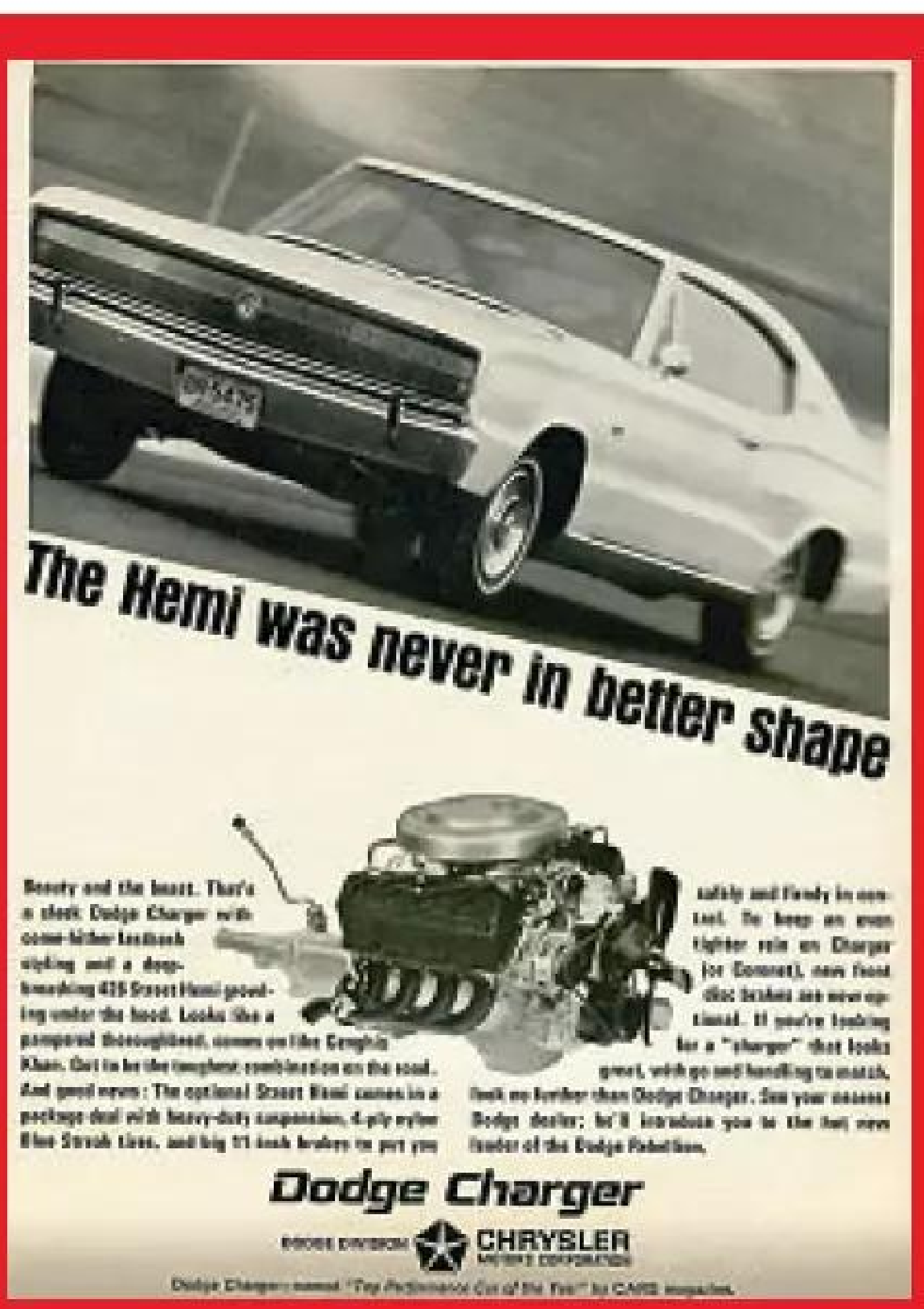
**DECEMBER 1962**
**A request was made of engineering staff to develop an engine and vehicle combination capable of winning stock car competitive closed circuit course track events throughout the country.**

**JANUARY 1963**
**The design of the new HEMI engine began in January 1963 with the February 1964 Daytona Beach,FL, NASCAR race set as the first target date.**

**JULY 1963**
**Experimental procurement of the 426 cubic inch HEMI engine was started, and completed by the end of November.**

**DECEMBER 1963**
**It was on December 6th that the first engine ran under its own power.**

**FEBRUARY 1964**
**On February 23rd HEMI cars took 1st - 3rd (Richard Petty, Jimmy Pardue, Paul Goldsmith) and fifth (Jim Pascal) at the Daytona 500. Petty led 184 of the 200 laps of the race, which sent shock waves through the garage areas of the competition! An amazing success, and in a major league rushed time frame.**

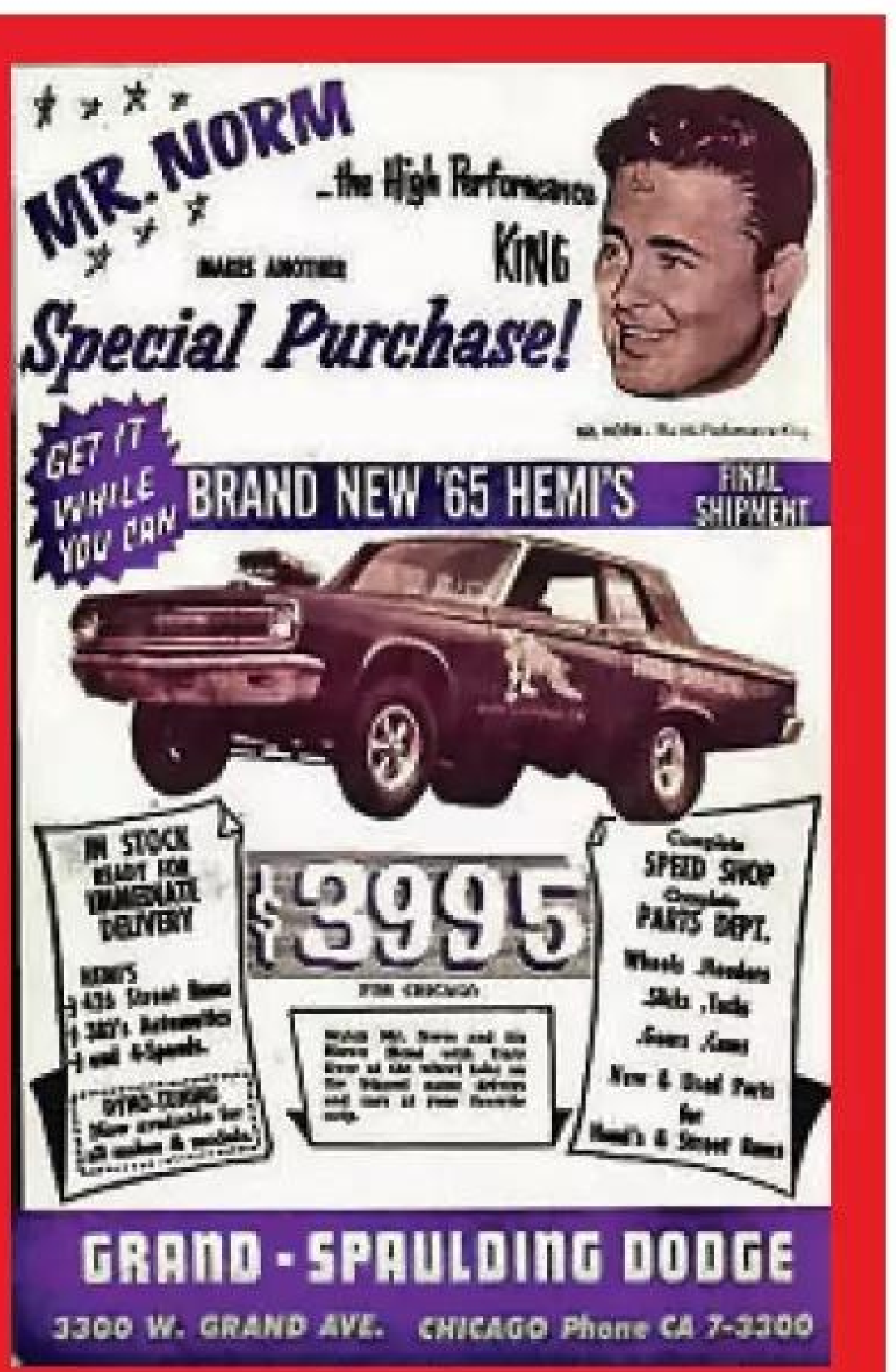


The Hemi was never in better shape

Beauty and the beast. That's a sleek Dodge Charger with come-hither fastback styling and a deep-breathing 426 Street Hemi growling under the hood. Looks like a pampered thoroughbred, comes on like Genghis Khan. Got to be the toughest combination on the road. And good news: The optional Street Hemi comes in a package deal with heavy-duty suspension, 4-ply nylon Blue Streak tires, and big 11-inch brakes to put you safely and firmly in control. To keep an even tighter rein on Charger (or Coronet), new front disc brakes are now optional. If you're looking for a "charger" that looks great, with go and handling to match, look no further than Dodge Charger. See your nearest Dodge dealer; he'll introduce you to the hot new leader of the Dodge Rebellion.

Dodge Charger
DODGE DIVISION CHRYSLER MOTORS CORPORATION

Dodge Charger named "Top Performance Car of the Year" by CARS magazine.



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# EVENTS 2025

**Shows highlighted in white are Car of the Year events**

## October

**26th**
NSRA NORTHERN SWAPMEET
Get ready for one of the largest autojumble with a focus on Hot Rod and American car parts in Europe – the NSRA Northern Swap Meet. At the NSRA Northern Swap Meet, gearheads and enthusiasts alike gather to buy, sell, and trade automotive treasures. Whether you're on the hunt for rare parts to complete your project or looking for a bargain, this event has something for everyone. **Why Attend?**

– **Vast Selection:** Discover an extensive array of Hot Rod and American car parts.
– **Sell Your Treasures:** Reserve a pitch to showcase and sell your automotive goodies.
– **Great Deals:** Score incredible bargains on parts, accessories, and memorabilia.
– **NSRA Member Benefits:** NSRA members enjoy discounted entry and pitch fees.
See: www.nsra.org.uk for more information

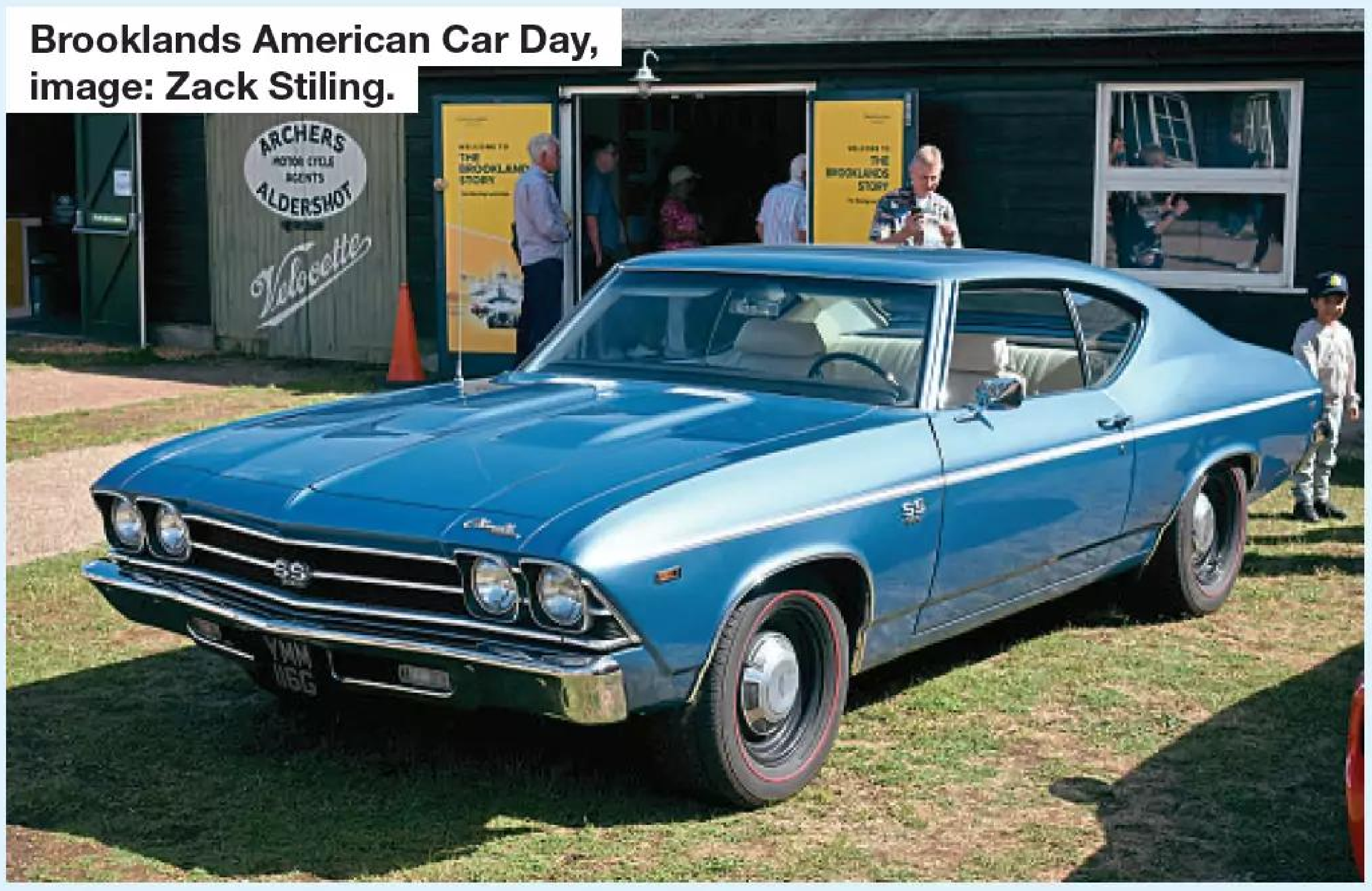
## November

**7-9th**
**LANCASTER INSURANCE CLASSIC MOTOR SHOW**
NEC, Birmingham. The UK's largest indoor classic event held in several halls and also the closing car show of the season. Expect to see celebrity stages, restoration demonstrations, car clubs galore, autojumble and just about anything you could imagine for your classic. The Lancaster Insurance Classic Motor Show, which brings together a great array of classic car and motorcycle clubs along with their iconic classic and vintage cars and motorbikes, is an event not to be missed. No matter what you're looking for, this is the ultimate season finale for any classic car/bike owner, collector, enthusiast, club member, or simply anyone with a passion for classic vehicles!

But it's not just about the classics on display. As well as admiring these amazing vehicles, you can shop for those elusive pieces in the autojumble, or source parts and tools for your maintenance and restoration needs from the many specialist traders. Looking for something to fill that classic-shaped hole in your life? You'll find an outstanding range on offer from the Dealers and at Iconic Auctioneers. Then there are all the activities you can enjoy. Hear talks from motoring celebrities and experts, learn from specialists throughout the halls, or drive out in unique classics with HERO-ERA or Sporting Bears, helping them raise money for some brilliant children's charities. For more information See: www.necclassicmotorshow.com for more information.

## Cruises

**LONDON**
Chelsea Cruise, monthly meet, Chelsea Bridge / Battersea Park, last Saturday of every month from 7pm, Derek 07724 752512.
**ACE CAFE**
**Hot Rod Nights - 6pm – 10.30pm:**
CA readers may be interested to note that in addition to the cafes annual free to attend one-off "American" events:
**1)"All American Cruise In"** - the last Saturday of each month
DJ Rockin' Wolf at the Ace, spinning the wax every month from 7pm


**Brooklands American Car Day, image: Zack Stiling.**

**Brooklands American Car Day, image: Zack Stiling.**

**Brooklands American Car Day, image: Zack Stiling.**

**2)"All American Bike Night (Harley & Indian)"** - on the last Thursday of each month
**Krispy Kreme New Malden**
10am (or maybe a little earlier) at Krispy Kreme, Shannon Corner, New Malden, Surrey, KT3 4NA for hot rods, coffee and doughnuts! Now coming up to our 20th Anniversary Meet on Easter Sunday in April 2025, all hot rods, customs, trucks, classics, muscle cars, cruisers, vans, lowriders, pickups, etc, preferably with a V8 are welcome! Search Krispy Kreme Cruise Surrey on Facebook for more!
October 19th
November 16th
December 21st
**WILTSHIRE**
American Cars Wiltshire meet on the 2nd Sunday of each month,all year round, at The Milk Churn, Commerce Way, Melksham, SN12 6AD at 12noon to 2:30pm. Open to all owners/ enthusiasts of American,or American powered hot rods,cutoms,bikes, or anything interesting and old [pre-'82], Please call Mike on 07709101162, or text Simon on: 07809365822. Venue 1225 706496
https://www.facebook.com › groups › 195632271030120

**WALES**
Swansea American Autos/AACUK/Corvette Owners Club UK (Western Region) Brunch Meet. Third Sunday of the month (March-Oct) 11.00-2.00. Baglan Industrial Park, Port Talbot, SA12 7DJ (Near Neath Port Talbot Hospital). An informal meeting of American vehicle owners with free entry, food vendor, give aways and toilet facilities. For more details visit facebook.com/ swanseaamericanautos, Tel: 07815 701922 or email popscarhire@hotmail.com

7–9 NOVEMBER | NEC, BIRMINGHAM
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*Saving offered on advanced tickets available online until midnight Thursday 6 November 2025. Discount already applied to Group tickets. To benefit from £2 discount the code must be entered at time of booking. When the code is entered on the online ticket booking form the page will reload to show the discounted rates.

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- ✶ Early Bird Admission from 8am, £10
- ✶ General Admission from 10am, £7
- ✶ Trade plots from £19

*Purchase your tickets in advance and save £1 off your ticket!*

*– Also –*

**NOV 16**

**JAN 25**

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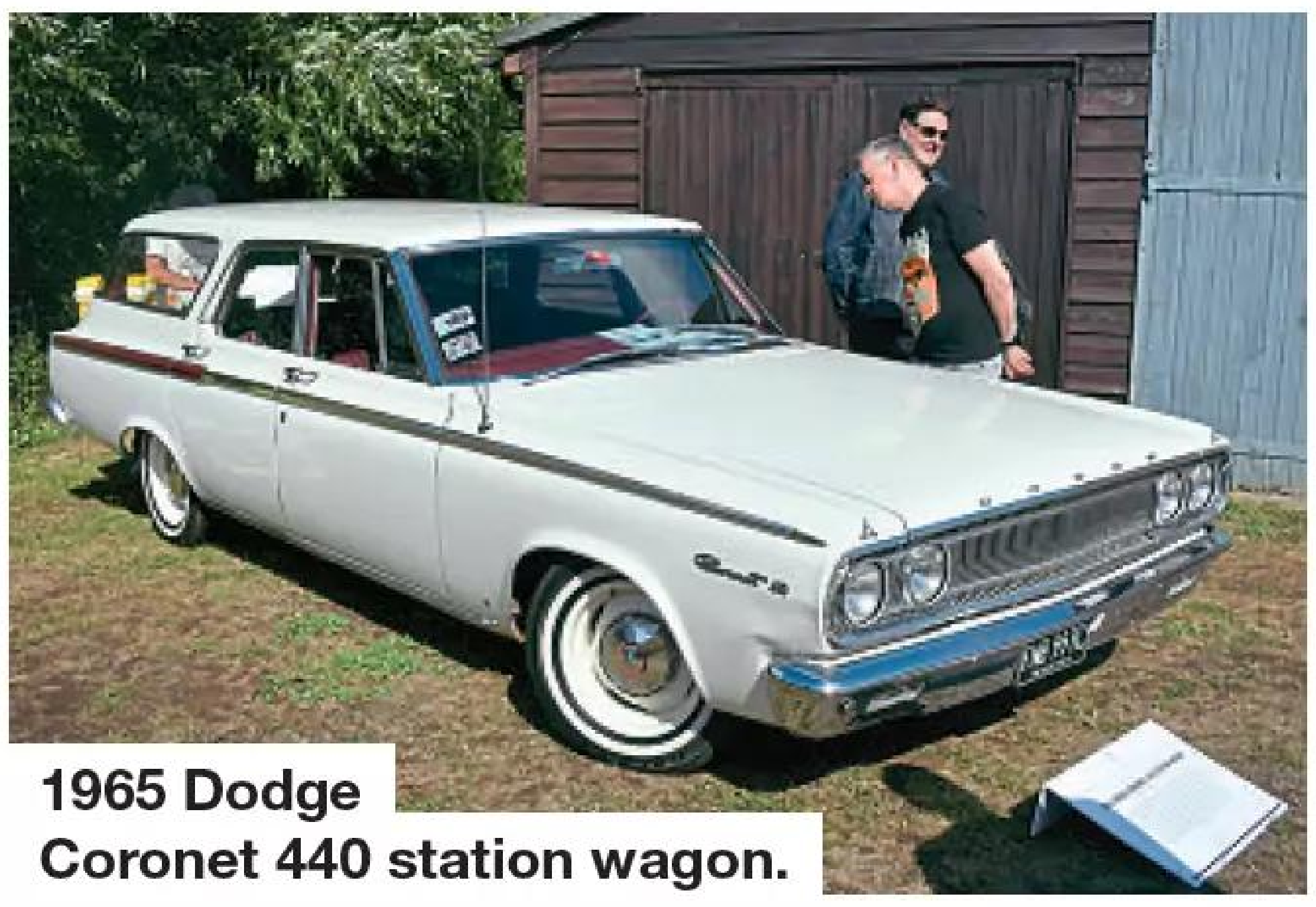
## SHOW REPORT

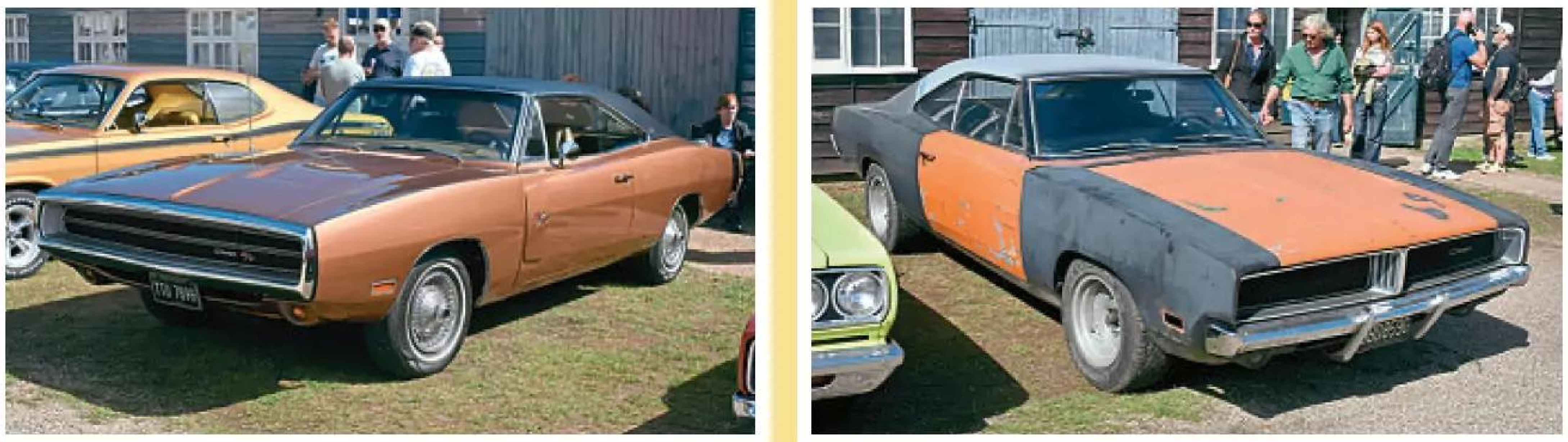
## BROOKLANDS, SURREY

# BROOKLANDS AMERICAN CAR DAY

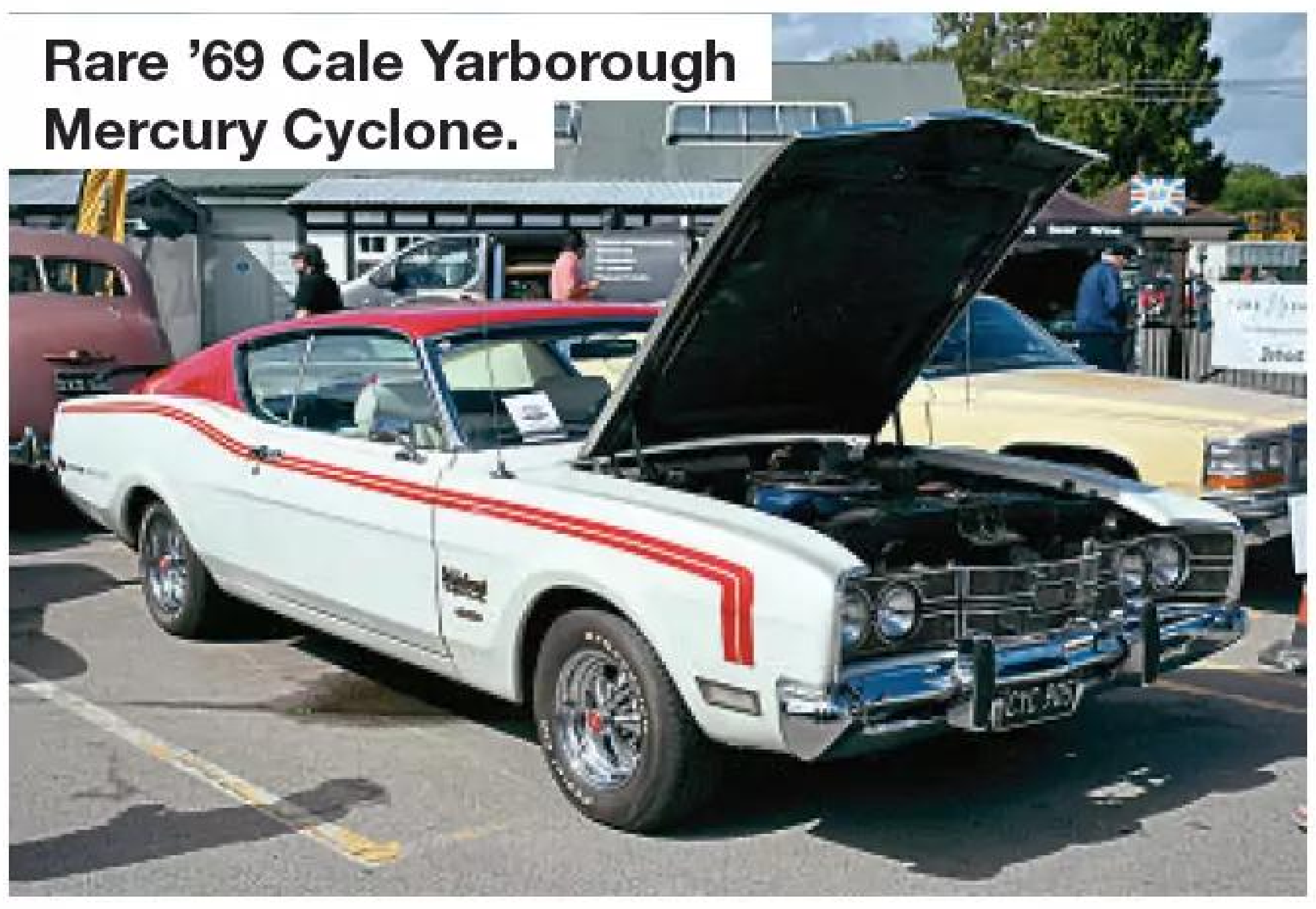
**Words & Photography:** Zack Stiling



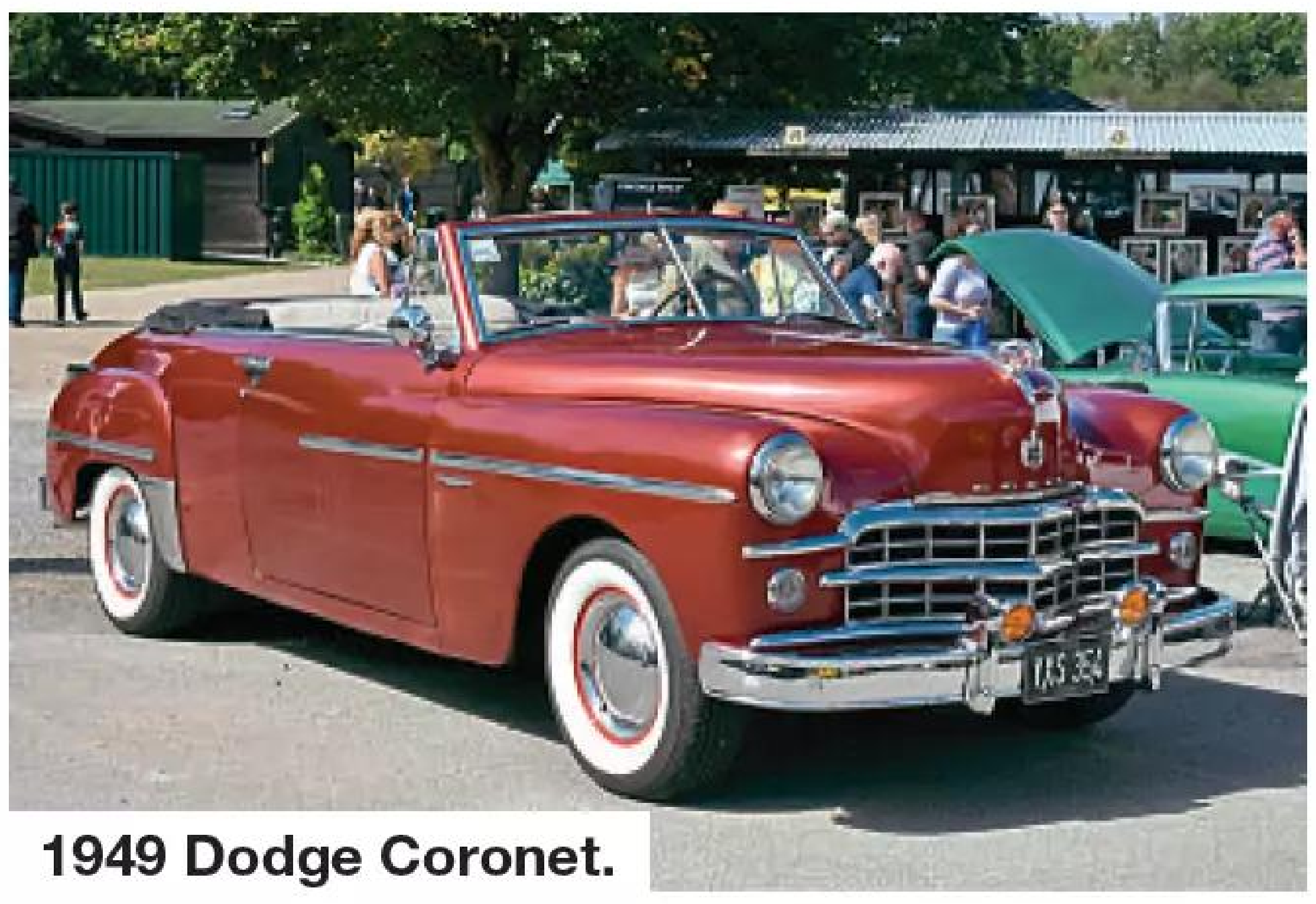
1965 Dodge Coronet 440 station wagon.



Two Dodge Chargers, but in very different condition.



Rare '69 Cale Yarborough Mercury Cyclone.

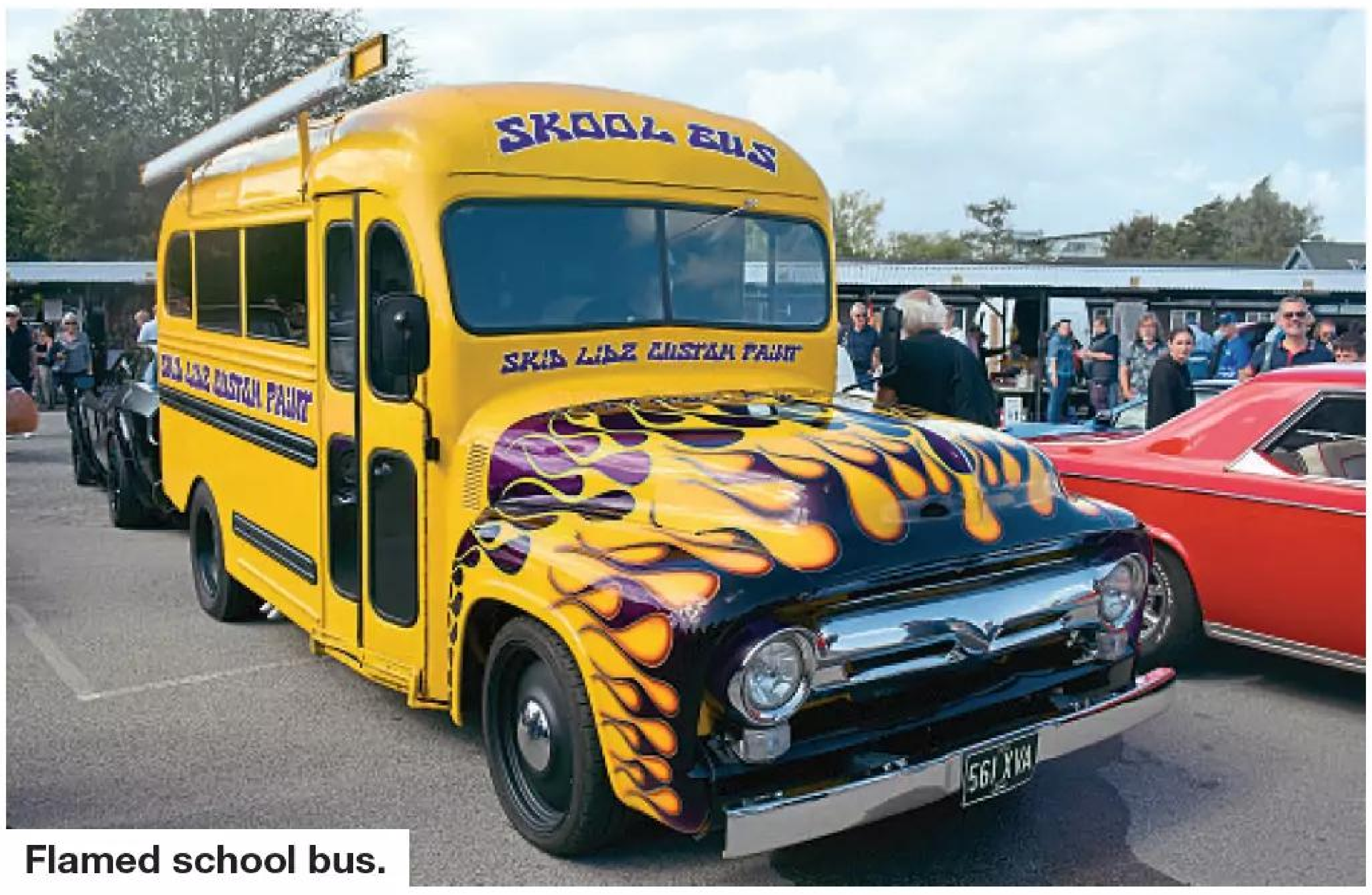


1949 Dodge Coronet.

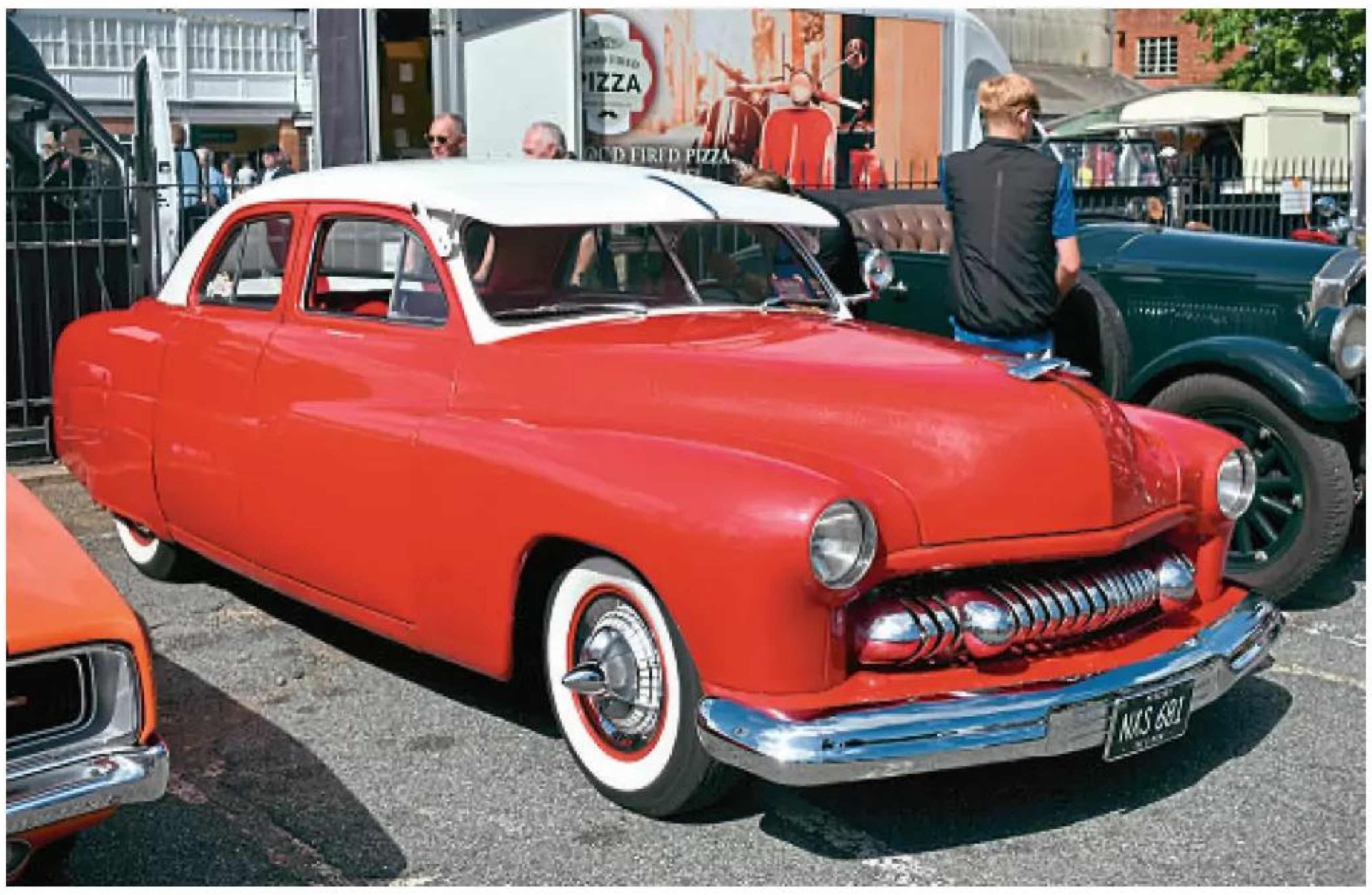
During its heyday in the 1920s and '30s, the Brooklands circuit was famously billed as 'The Right Crowd and No Crowding'. Some things change and some things stay the same. So many cars and visitors turned up for the American Day on 31st August that the 'no crowding' promise no longer quite holds true, but was it the right crowd? Most certainly…

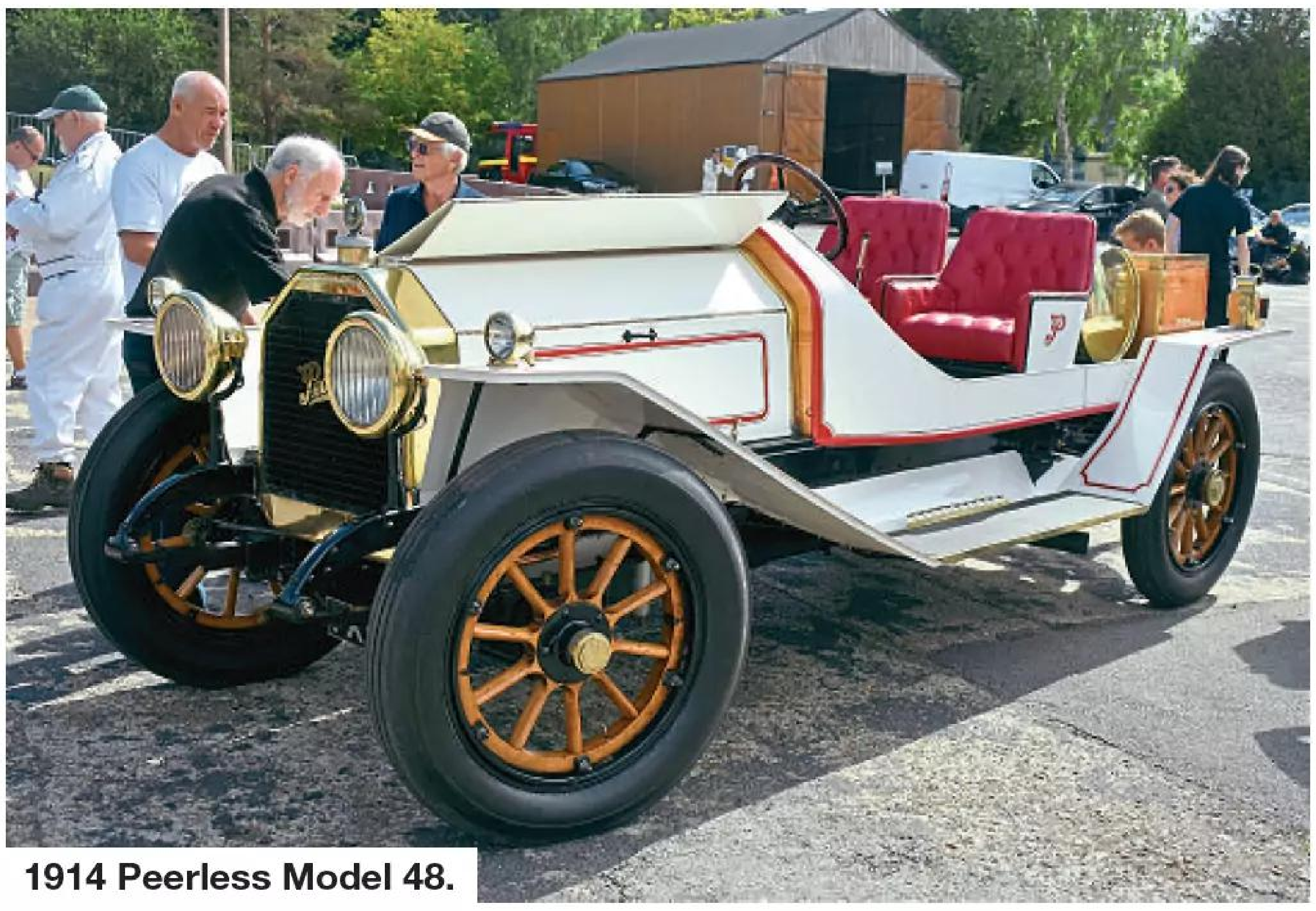
Upon entering the site visitors were greeted by an avenue of Mopars, and despite many excellent muscle cars from an immaculate triple-black 440 Six Pack Challenger, to a ratty, *Mad Max*-esque Charger, the highlight for me was the splendid 1965 Dodge Coronet 440 station wagon of Alan Letts, who had travelled from Eastbourne. Although Alan imported it in 2020, it was the first time I had encountered it and I was thoroughly impressed by its really exemplary state of originality.

Once into the rest of the show, variety was everything, from a supremely elegant 1936 Packard 120 three-position drophead, bodied in England by the Carlton Carriage Co, to a flame-painted '56 Ford school bus. The oldest vehicle was the 1914 Peerless Model 48 owned by John Dennis, which he recently built as a speedster, ››

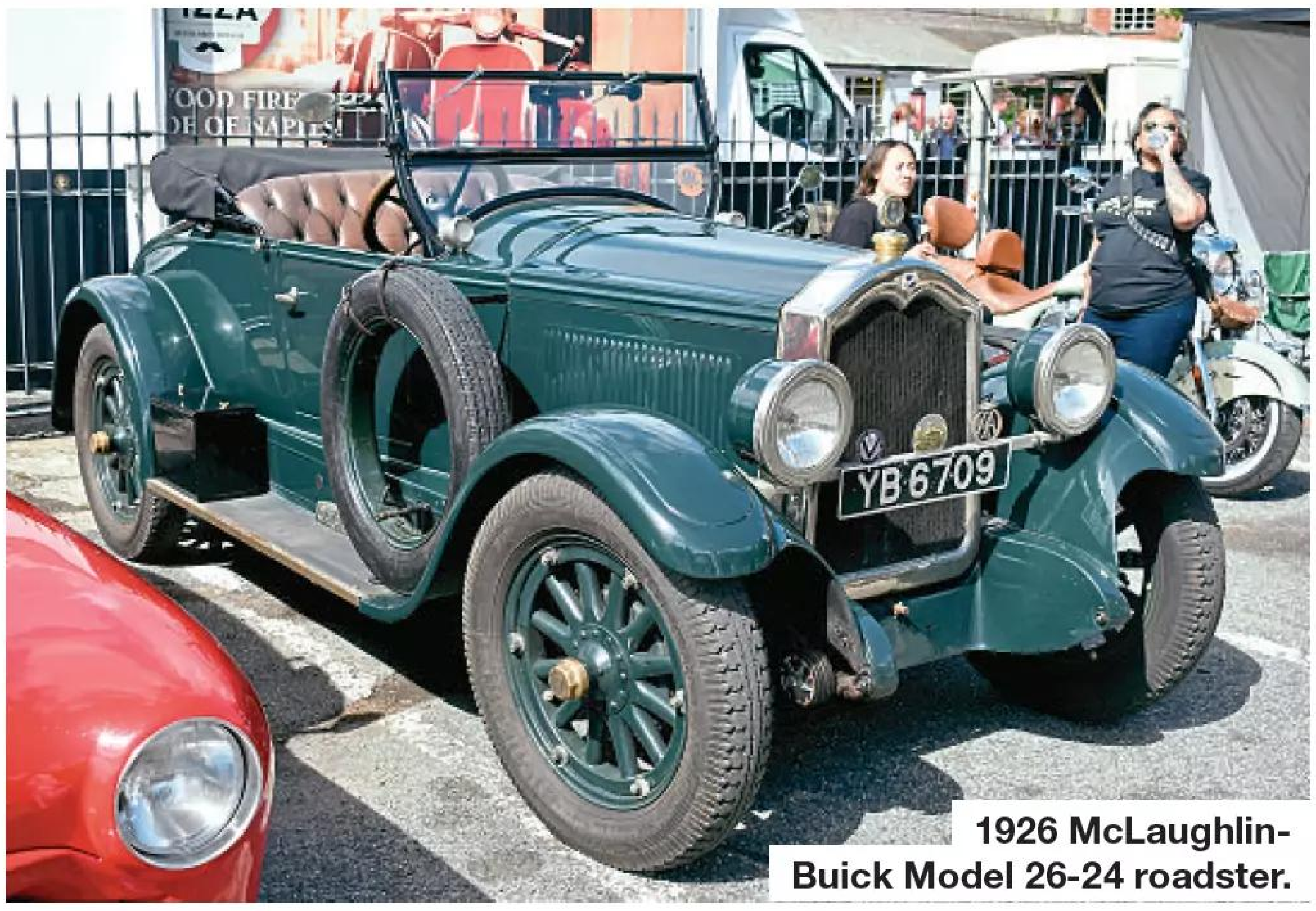

SKOOL BUS
561 XYA

Flamed school bus.

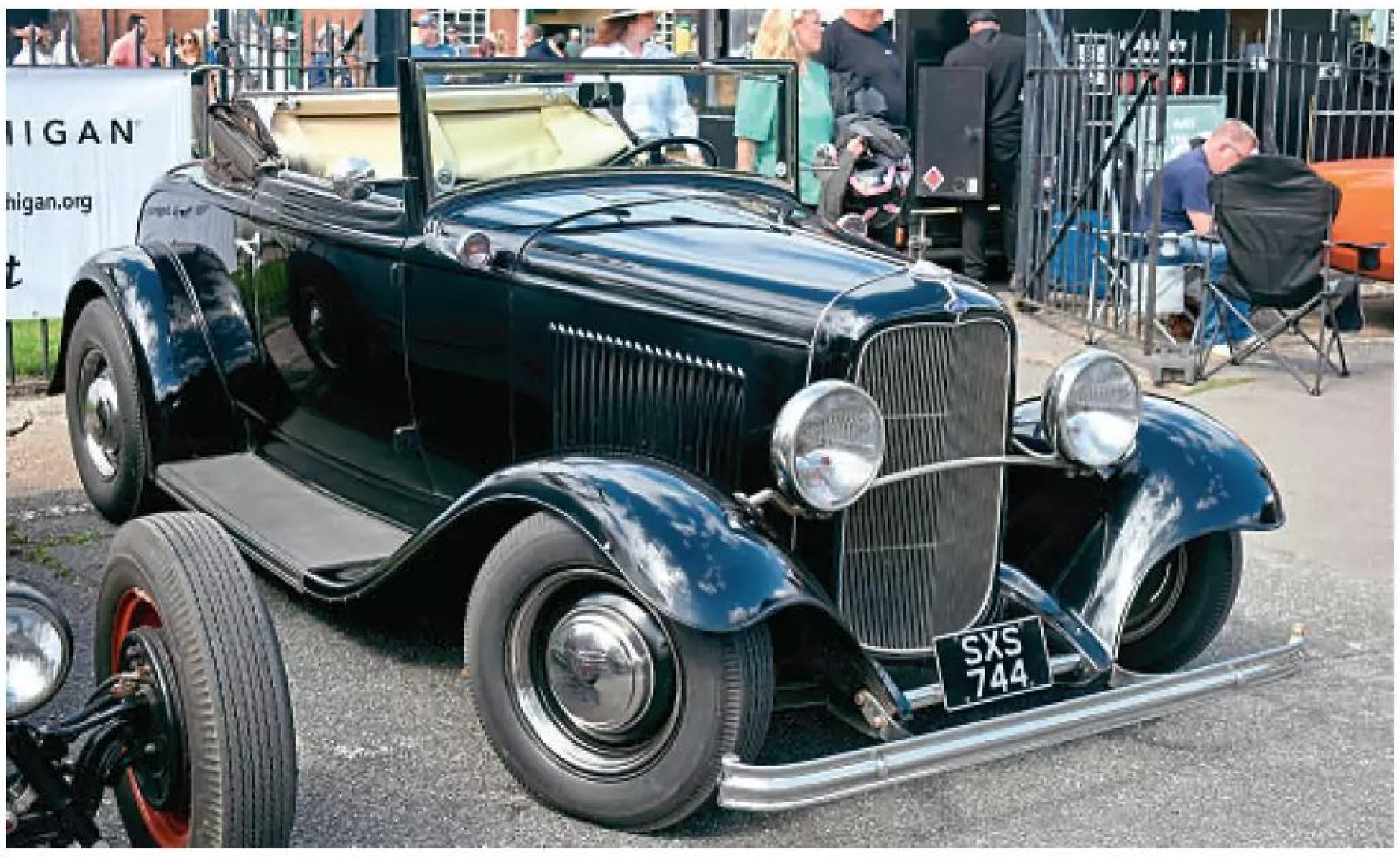


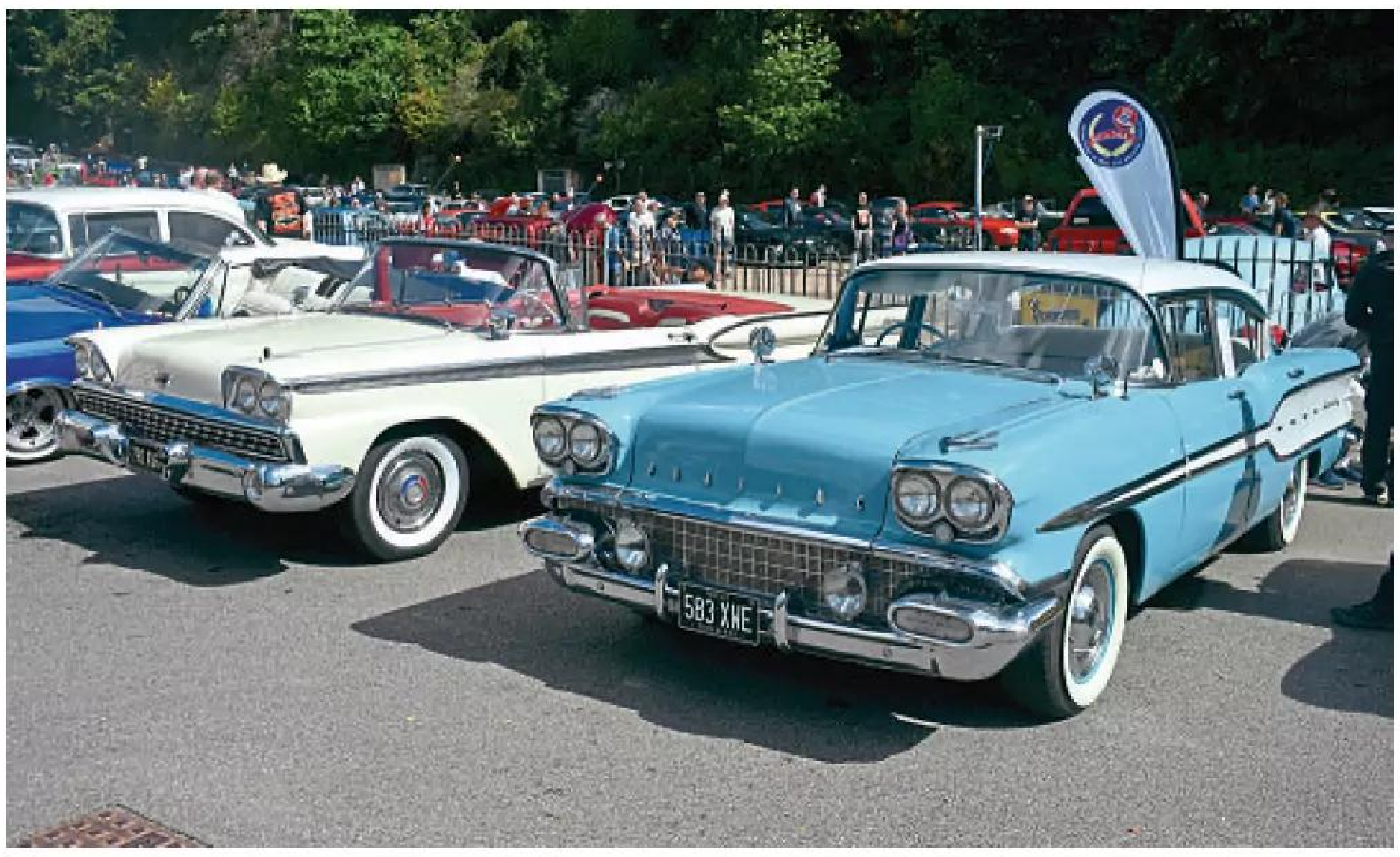


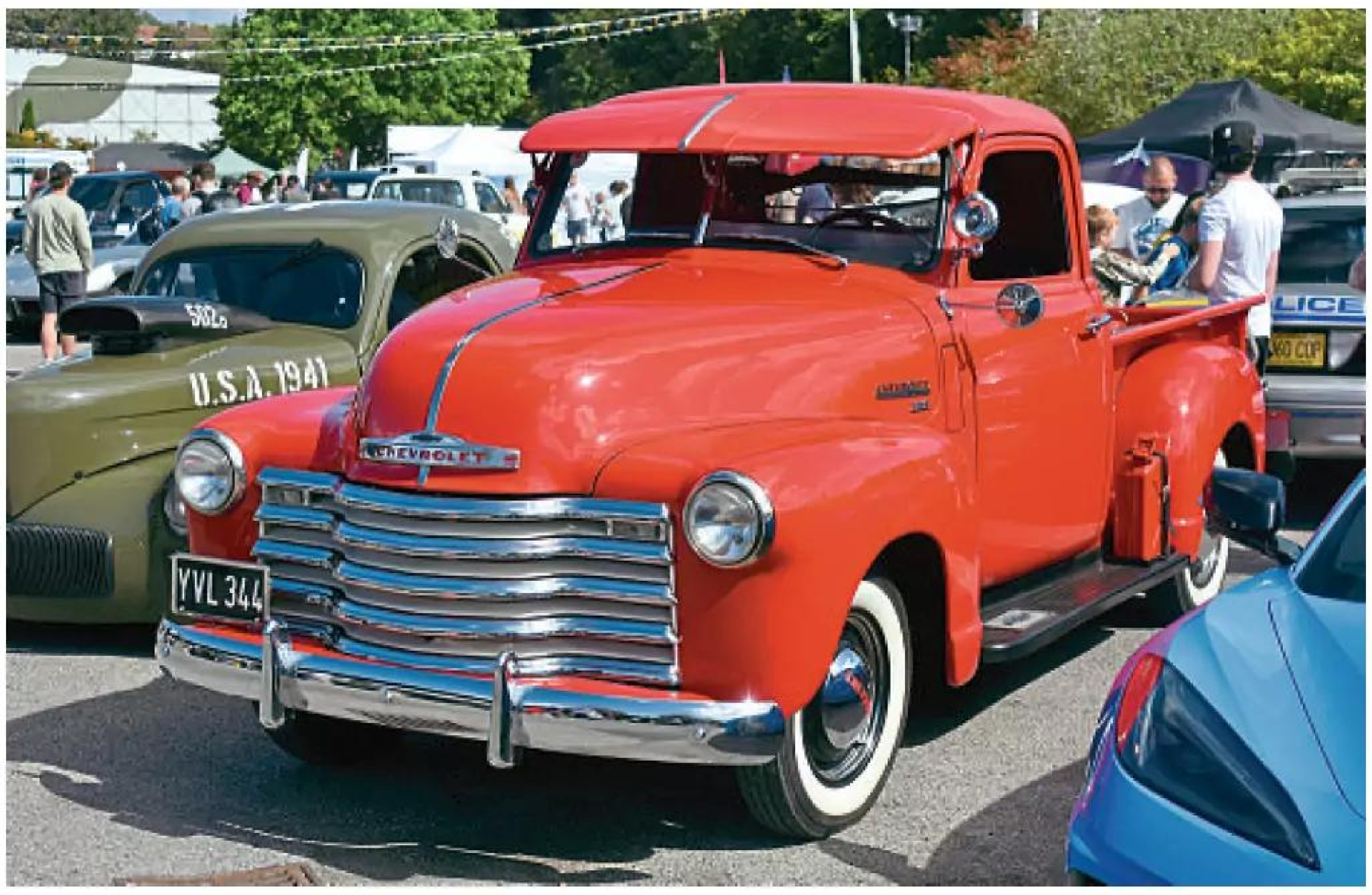
1914 Peerless Model 48.

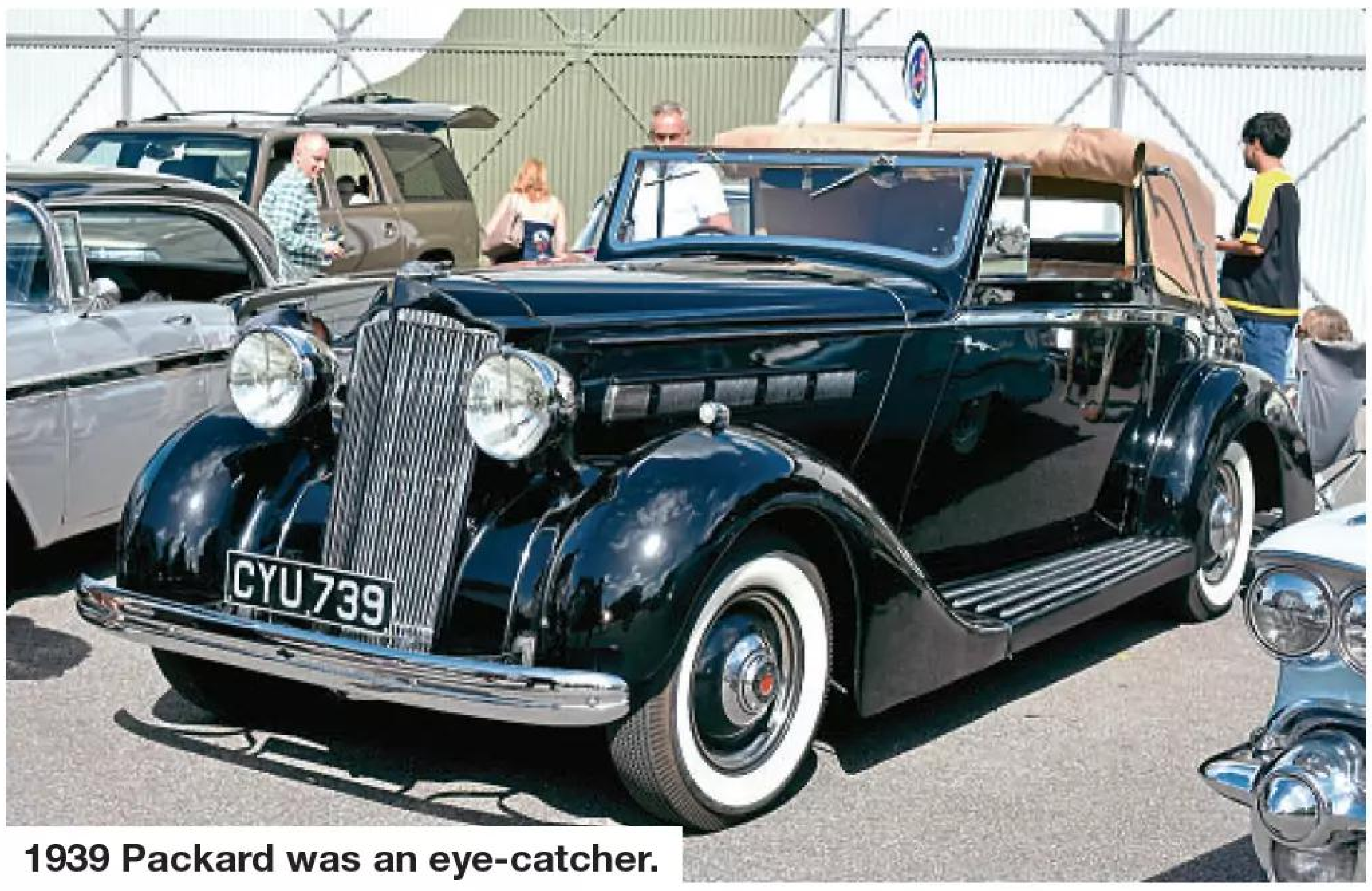


1926 McLaughlin-Buick Model 26-24 roadster.





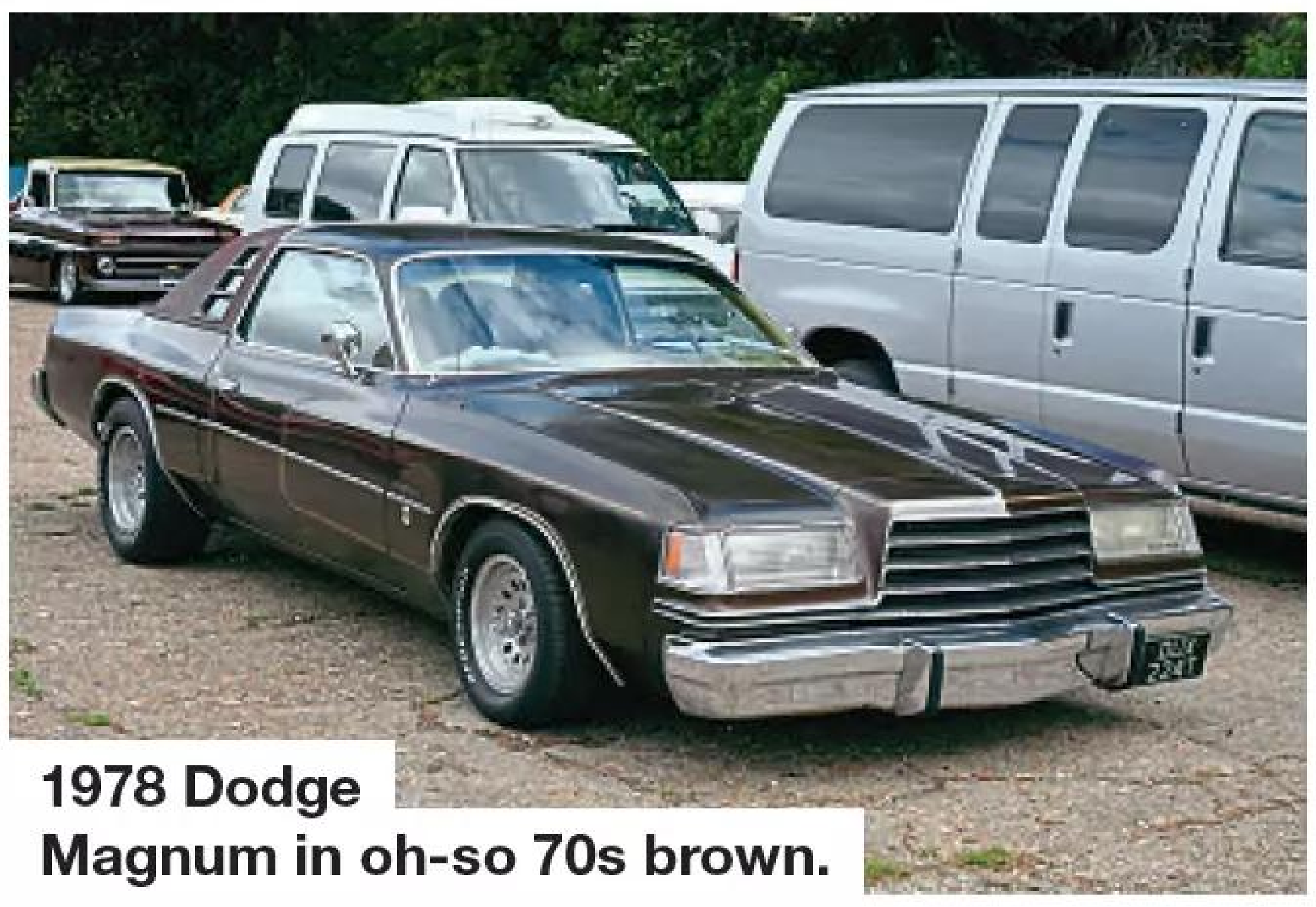

U.S.A. 1941
CHEVROLET
YVL 344



1939 Packard was an eye-catcher.

Plate says it all: 1957 Lincoln Premiere.

But that conti kit must add four feet in length!



1978 Dodge Magnum in oh-so 70s brown.

Chopped '39 Mercury.

but possibly the most historic car on site was a 1926 McLaughlin-Buick Model 26-24 roadster.

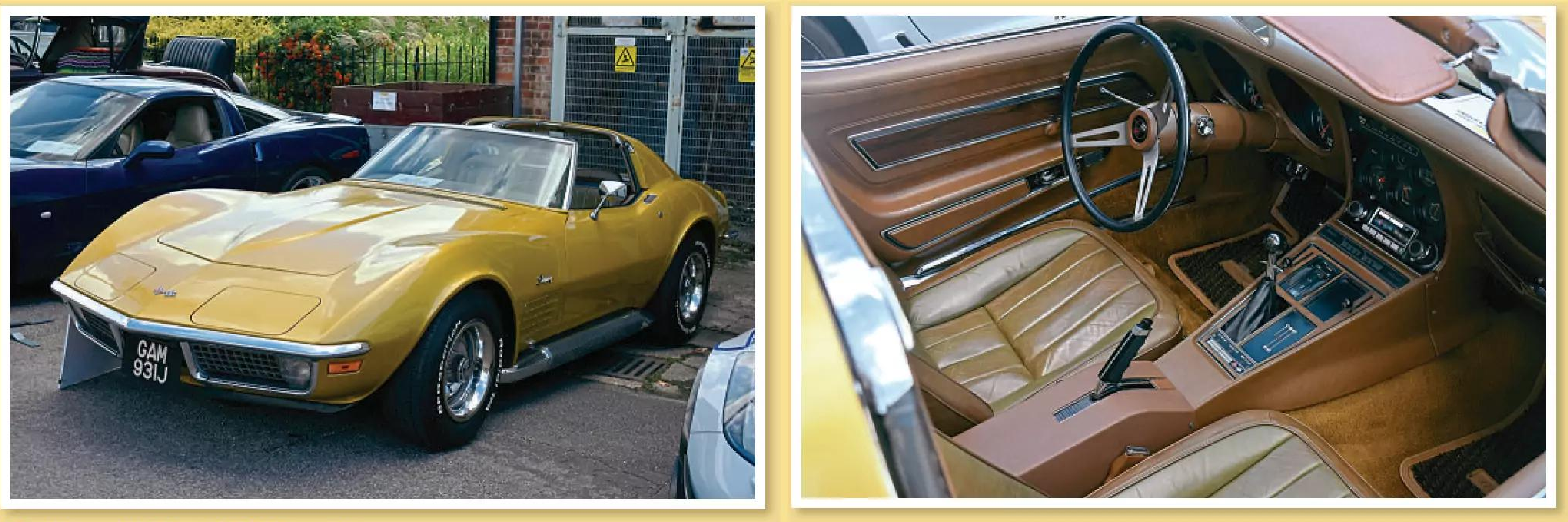
A couple of days previously, I had been sorting through old photographs from vintage car rallies in the 1960s and found one of a Buick registered YB 6709, so you can imagine my surprise when I was confronted with the very same car in the metal. McLaughlin-Buicks were right-hand drive Buicks built in Canada to dodge import tariffs, Canada being a British dominion. YB 6709 was bought new by Ralph Luttrell, whose family home was no less than Dunster Castle in Somerset, who owned it until 1948.

In 1959, it was bought by a baker, Frank Maisey of Burnham-on-Sea, who spruced it

››

1977 Corvette in light blue.

Four generations of Corvette.


War Bonnet Yellow 1971 Corvette.

Handsome 1937 Buick in an unusual bronze colour.

up and attended many vintage rallies, keeping it until 1996. The present owner is Mark Carne, who bought it last year after discovering photographs of his great-uncle driving an identical car while on army service in Egypt. Staying on the pre-War theme, I was also charmed by a scruffy 1937 Buick Special, which has so far seen little use since being put back on the road last year.

Of course, there was no shortage of Fifties land yachts, and I was most taken by a sparkling'57 Lincoln Premiere which culminated in a humongous Continental kit. However, due to a separate project I am currently completing, I was taking a particular interest in the Corvettes, of which there was an excellent spread thanks to the Classic Corvette Club UK. A glorious Sunflower Yellow 1971 LT-1 coupe was the most eye-catching – the LT-1 was a high-performance, solid-lifter version of the 350 small block produced from 1970 to 1972, and only 1,949 of the 330hp '71s were built.

Yet, another '71 in War Bonnet Yellow with the base 270bhp 350 and four-speed manual was at least as interesting. It was ordered new by Robert J Watson of Watson Chevrolet-Oldsmobile in Export, Pennsylvania, and survives in supremely original condition in the hands of his brother, who imported it in 2022. Away from the club display was a '77 Corvette in Light Blue. This was another phenomenally well-preserved original car, which had only recently been recommissioned after more than 30 years out of use. The variety and novelty of our American car scene appear to be endless, and some of the very best of it was at Brooklands. ★

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# Vanishing Point Road Trip

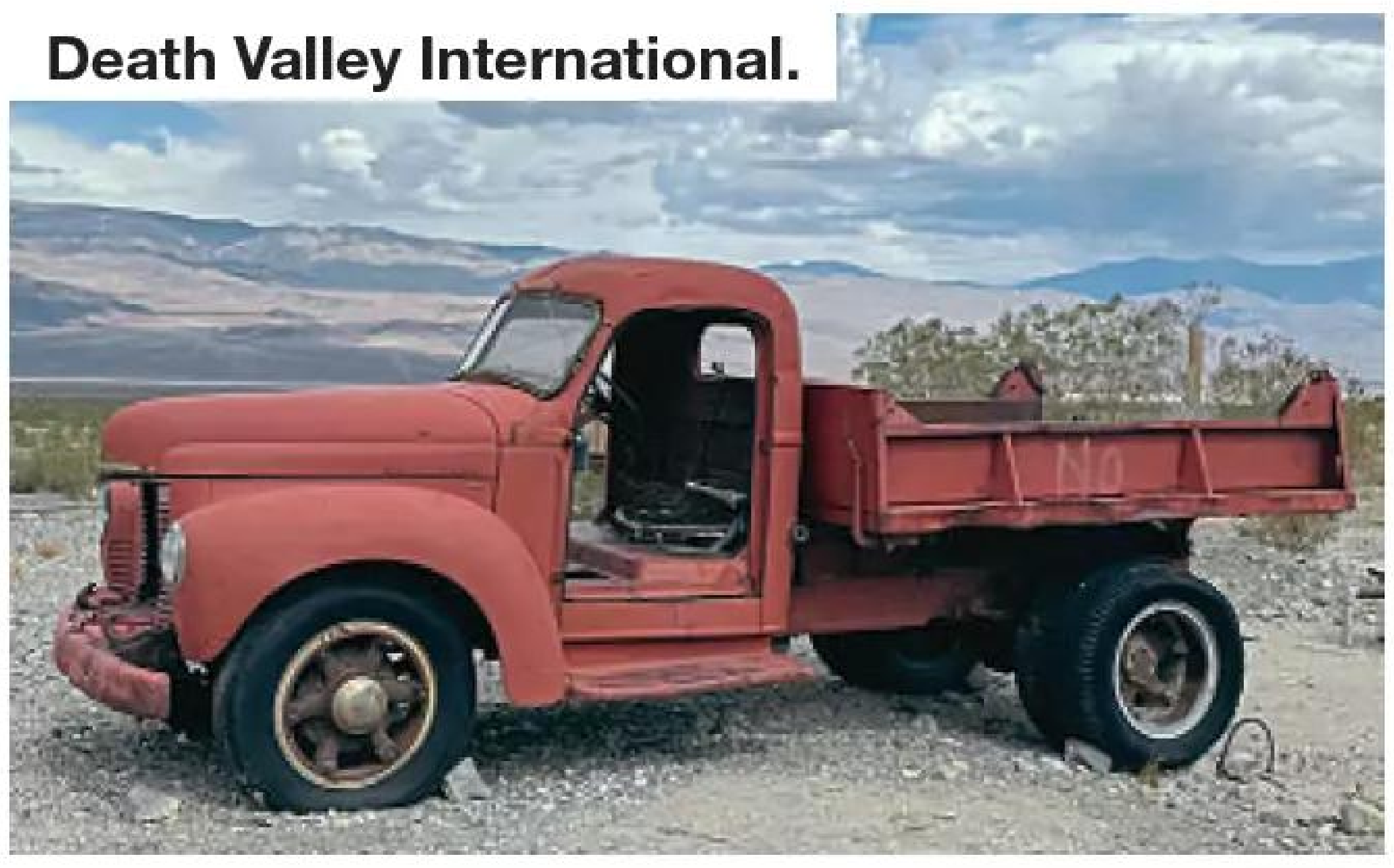
Will Shiers searches out the filming locations used in the movie Vanishing Point, and uncovers plenty of vintage automobilia in the process...

**Words & Photography:** Will Shiers, Vanishing Point stills courtesy of 20th Century Fox

Vanishing Point is one of cinema's great cult car chases; a raw, V8-fuelled myth of freedom and fatalism, following ex-cop Kowalski as he hurls a white Dodge Challenger R/T 440 Magnum across the American Southwest at breakneck speed. This journey retraces his tyre tracks through Utah and Nevada. But before hitting the open road, I make a pit stop in Anaheim for ACT Expo 2025; North America's biggest electric vehicle show where Dodge is showing off something Kowalski would barely recognise.

Yes, it's a Charger. Yes, it's angry-looking and brutally quick. The Daytona Scat Pack hits 60mph in three seconds and demolishes the quarter mile in under 11. But this one's electric; 670bhp of instant, silent torque, with a fake engine note to keep the theatre alive. There's even a new Challenger version too. I only have it for 15 minutes, which is just as well, as range anxiety in the middle of nowhere isn't something I fancy testing. For the real road trip, I'm sticking with something slightly closer to the film car: my brother's 2018 Dodge Challenger. It wears the

ACT Expo electric Charger.

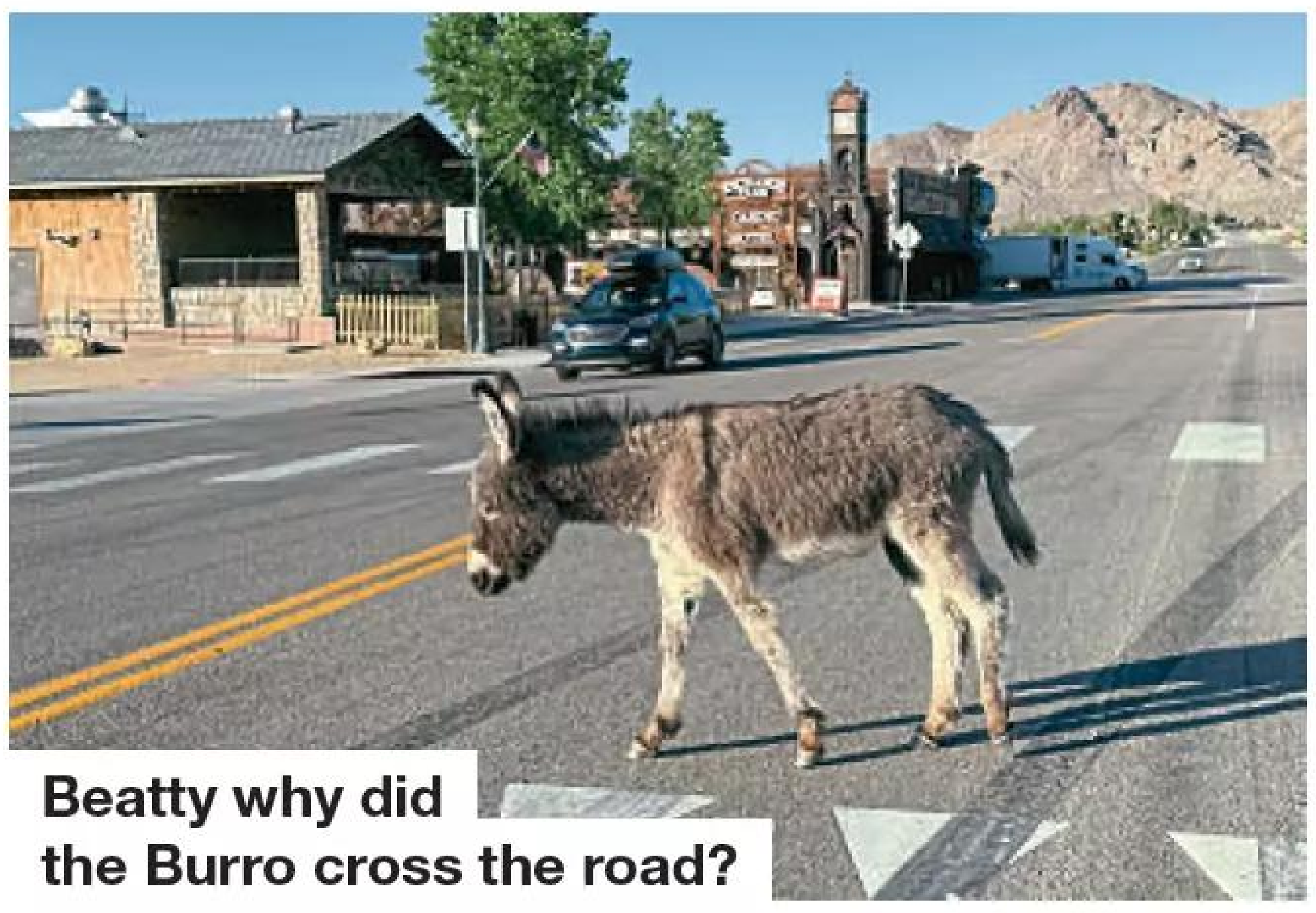

Death Valley International.

Old bank building in Rhyolite.

Rhyolite's abandoned train station.

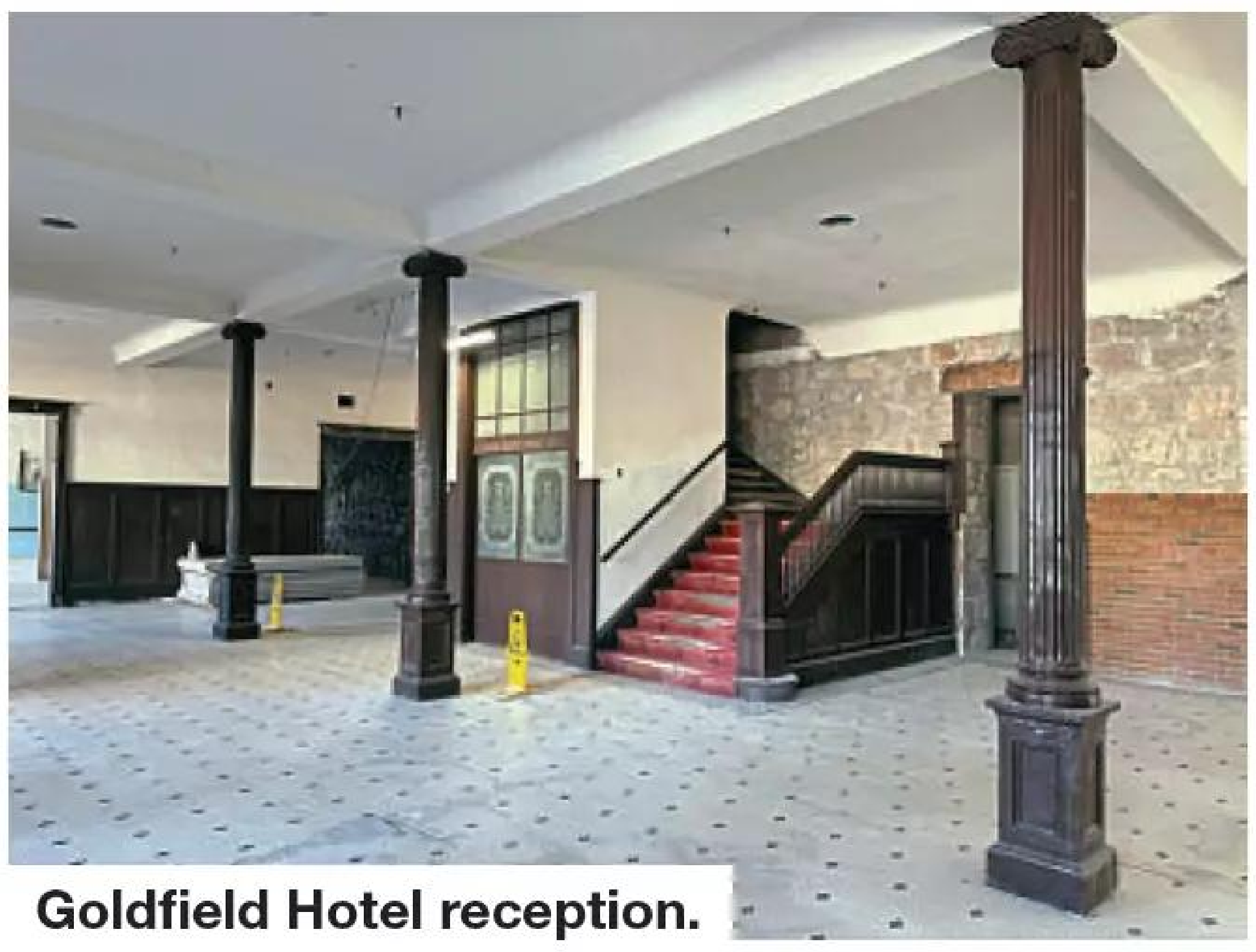
Ford truck in Rhyolite.

Beatty school bus.


Beatty why did the Burro cross the road?

GOLDFIELD HOTEL
Goldfield Hotel exterior.

STOP
and
CLEAVON LITTLE
as
Super Soul
Goldfield Hotel in Vanishing Point with Super Soul.


Goldfield Hotel reception.

right name badge and certainly looks the part, but there's a catch; under the bonnet lurks a V6. He still gets plenty of ribbing from me for not opting for a Hemi. Maybe Dodge can sell him one of those fake exhaust soundtracks to save face!

My first stop tonight is Beatty, Nevada, but to get there, I have to cross Death Valley and the temperature is already nudging into the low 30s. The heat sits heavy on the tarmac. A few miles in, something makes me pull over; an old International truck, standing defiant by the roadside. Not a spot of structural rust on it; no surprise, given the total lack of humidity here. Scrawled in faded white paint on the bed is a single word: "NO". Presumably, in response to the question the owner's asked most often.

Just before rolling into Beatty, I swing off the road to revisit one of my favourite places in the West; the ghost town of Rhyolite, Nevada. At its peak, in the early 1900s, it had a train station, three banks, 50 saloons, two undertakers, eight doctors, and a red-light district. Now, all that's left are the crumbling shells of a few stone buildings, including a bank, a jail, and the famous bottle house, built from thousands of discarded glass bottles when timber was scarce. And, tucked among them, I spot a late 1940s Ford truck that I photographed more than 25 years ago for my book, Roadside Relics: America's Abandoned Automobiles. It hasn't rusted a bit. It's just missing a few more body panels now.

Beatty isn't much to look at. It feels like it exists solely to serve traffic flowing between Las Vegas and Reno, clinging to the junction of Highways 95 and 374 like a sun-baked outpost. I do find a discarded GMC school bus, and can't help imagining what it must've been like growing up in a one-horse town like this. Although in Beatty's

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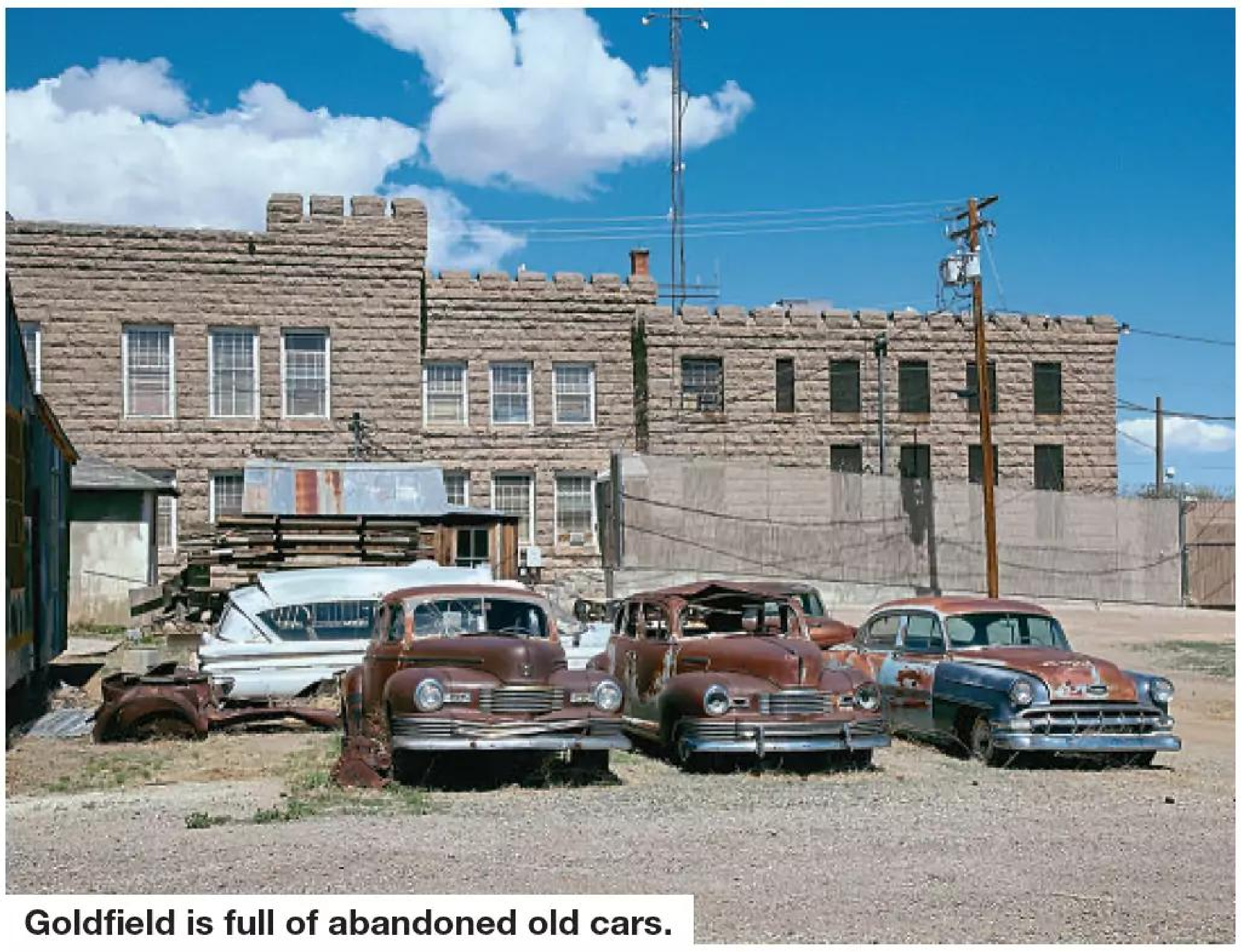
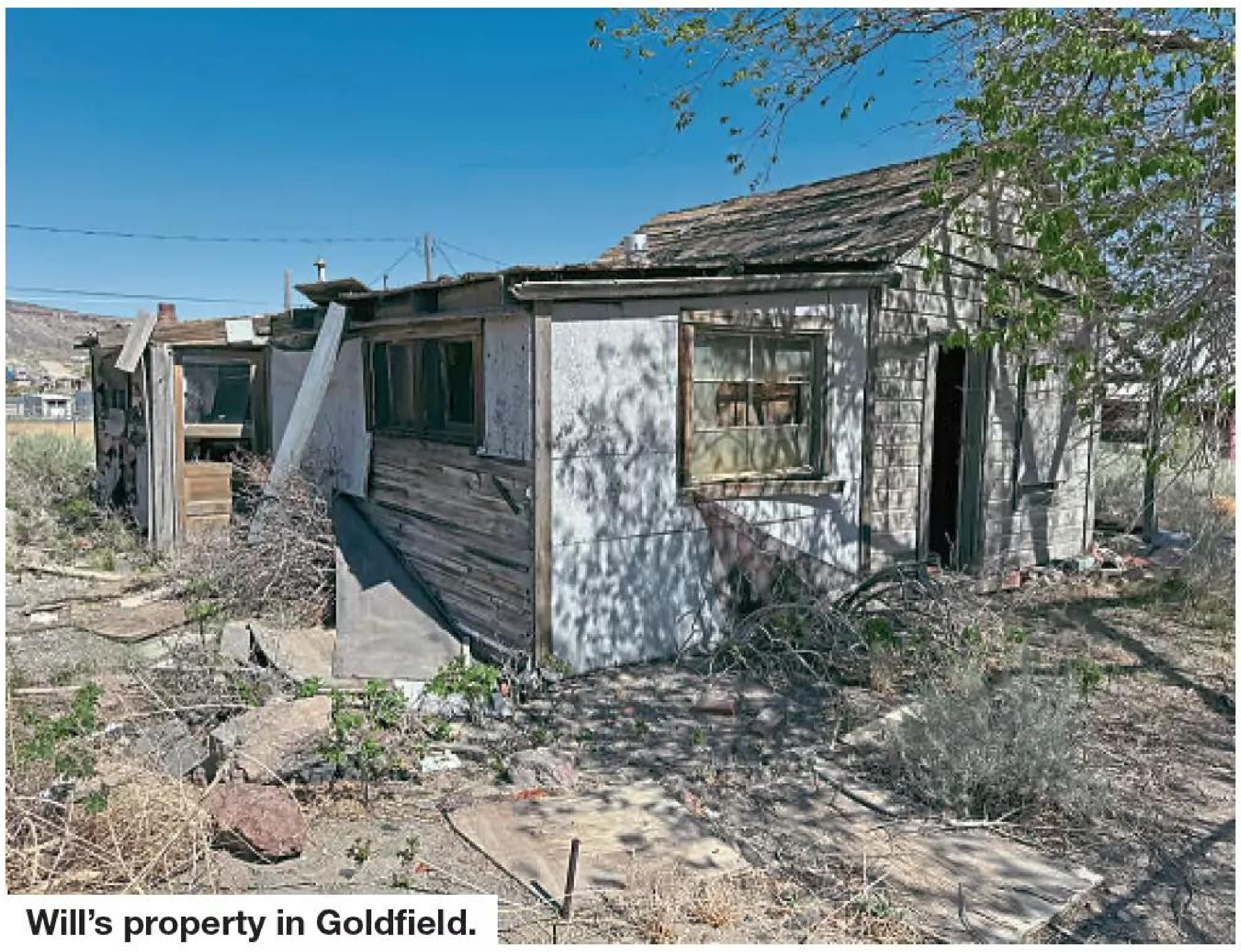
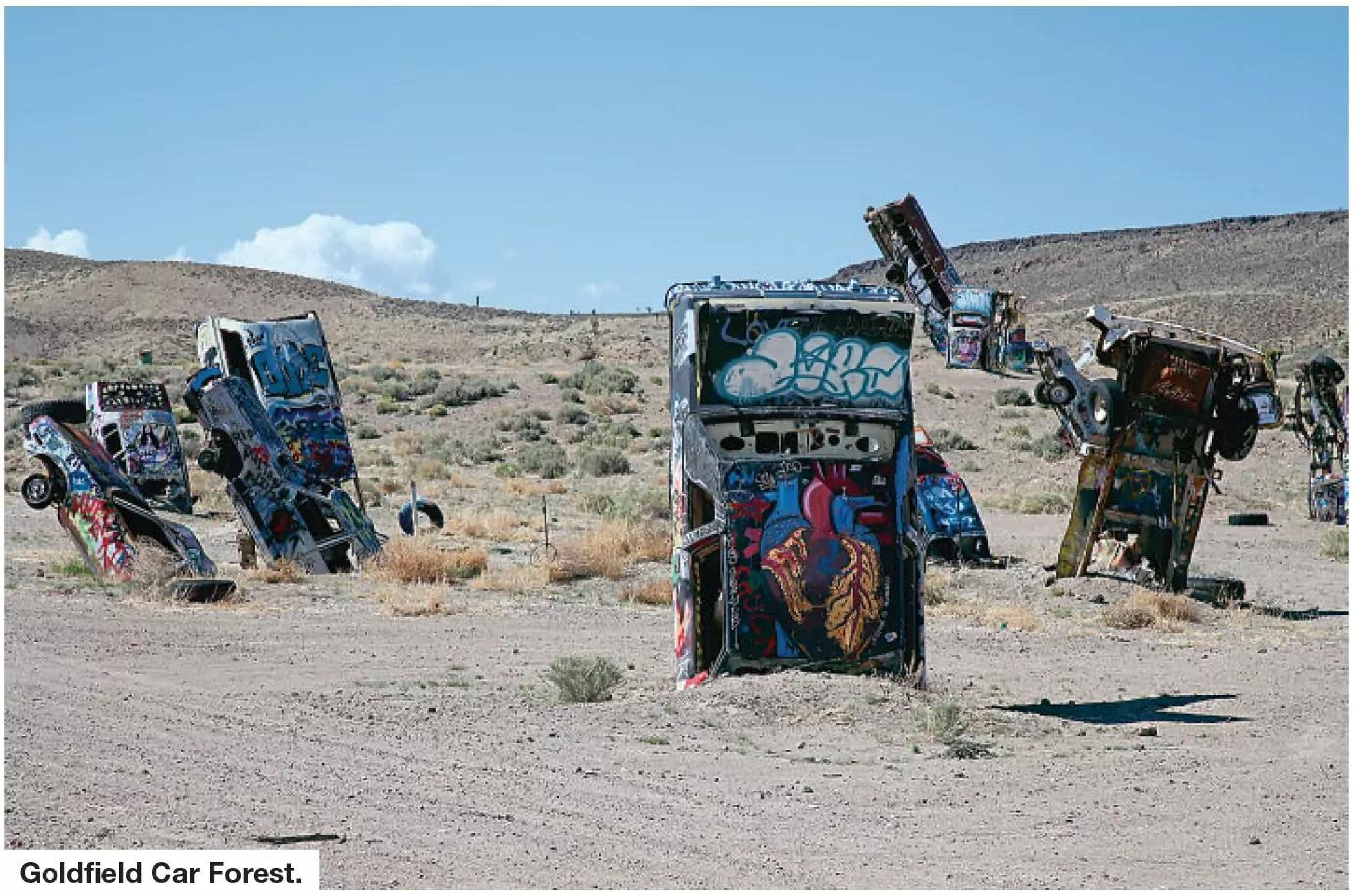


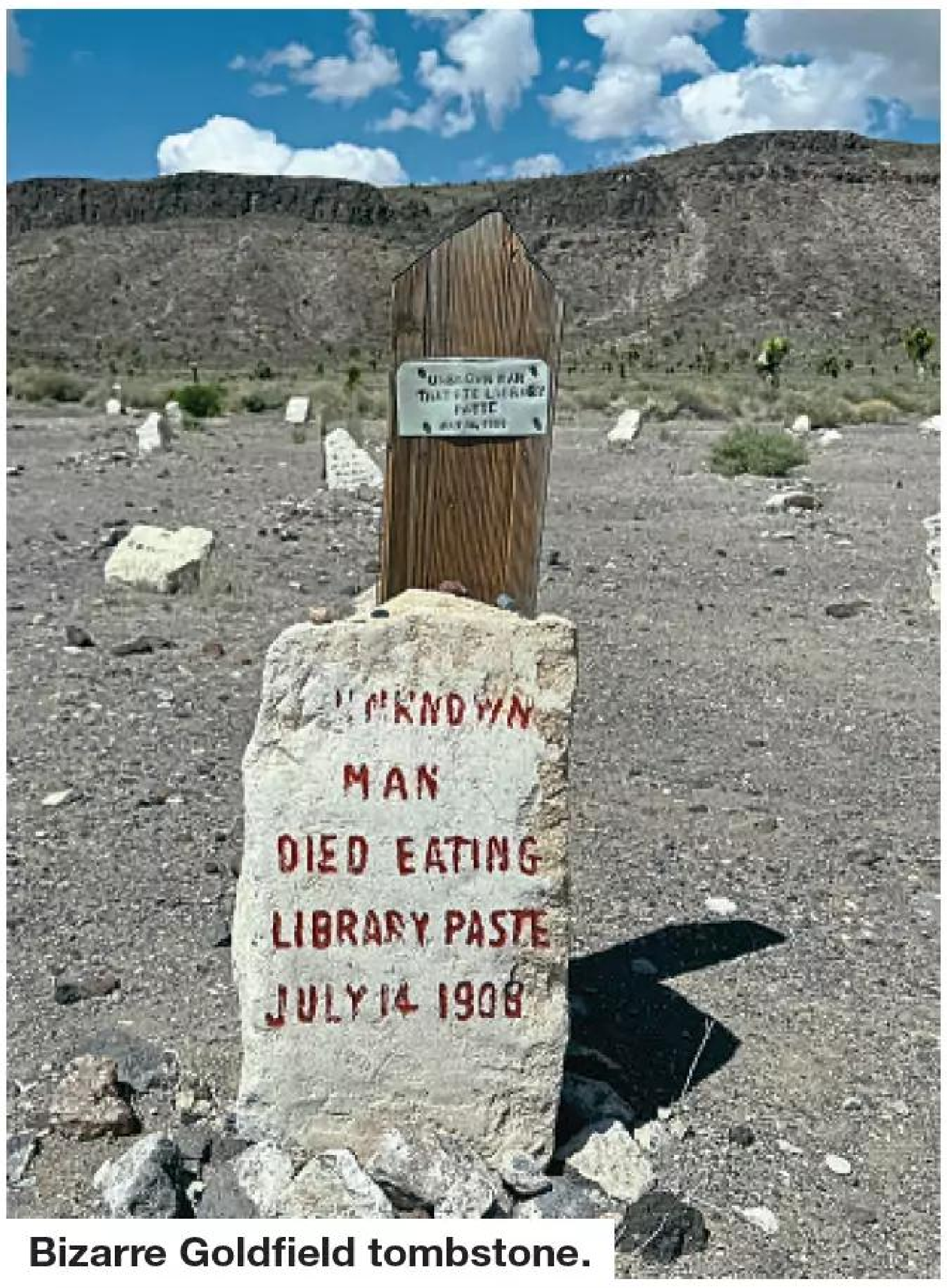
Goldfield is full of abandoned old cars.



Will's property in Goldfield.



Goldfield Car Forest.



Bizarre Goldfield tombstone.

50
376
NEVADA

US50 America's loneliest road.

case, that horse is more likely a burro. A group of wild donkeys loiter in the hotel car park and saunter across the main road like they own it. And, in a way, they do. These feral burros are descendants of the original prospectors' pack animals, released into the desert when the gold and silver dried up. Hardy, self-sufficient and completely unbothered by humans, they've roamed this region for well over a century, living reminders of the mining boom that once made towns like Beatty matter.

## Goldfield: Biggest City West of the Mississippi

About 60 miles north on Highway 95 lies my favourite town in the world: Goldfield. It's hard to believe now, but this place was once the biggest city west of the Mississippi. In its heyday, Las Vegas was little more than a pitstop on the way to the real action, and there was even a sign which read: "Welcome to the Gateway to Goldfield." The gold pulled from these hills helped rebuild San Francisco after the 1906 earthquake.

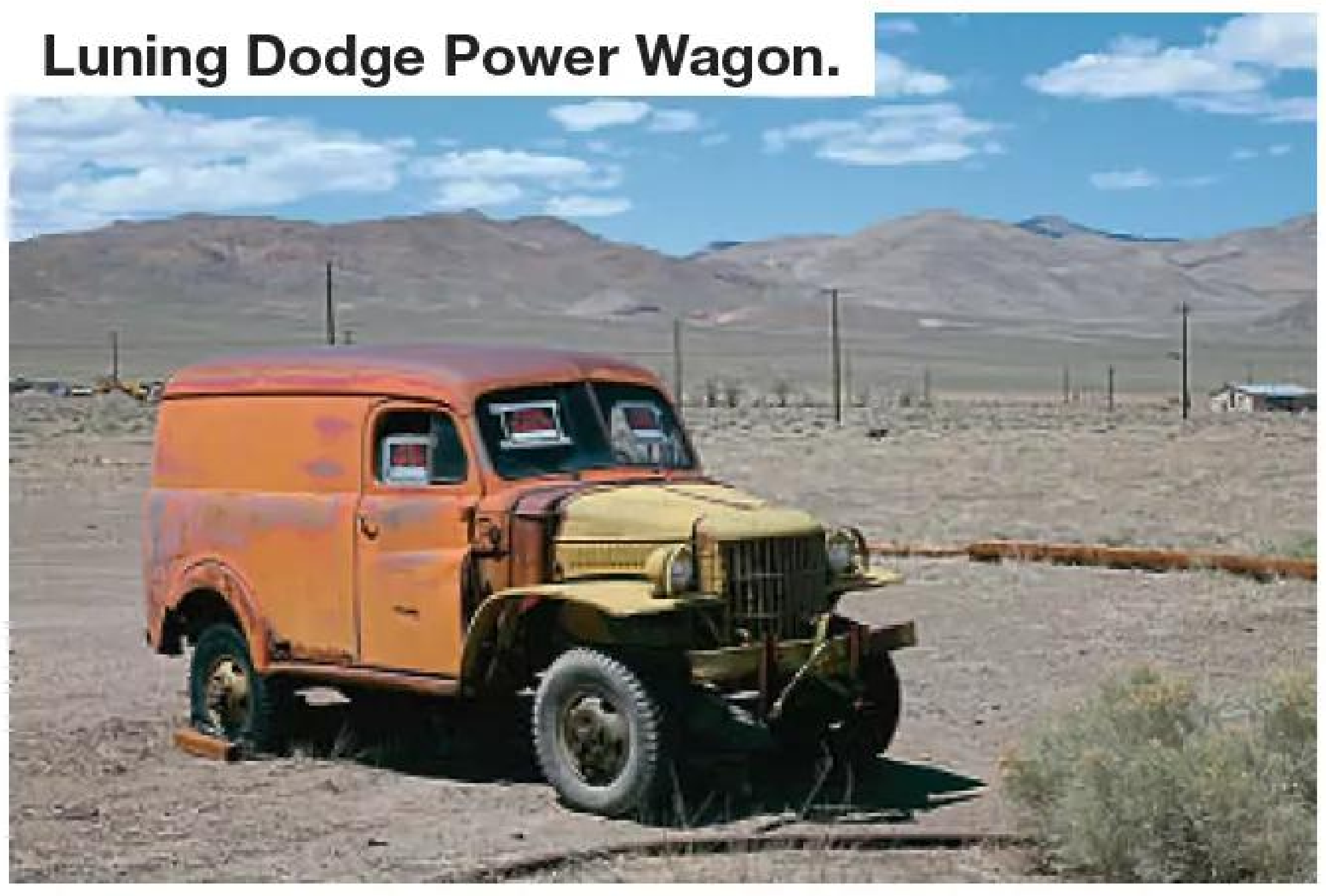
But I'm here today for a different kind of treasure: The Goldfield Hotel. Closed to the public since the 1940s, this grand structure was once the tallest building in Nevada and boasted the first elevator west of the Mississippi. Most importantly, for me, at least, it featured prominently in Vanishing Point. The film's blind DJ, Super Soul, broadcasts from a fictional radio station set within these walls. His soulful commentary and rallying cry to "the last American hero" gives the film its heartbeat, narrating Kowalski's defiant flight from the law.

I've been coming to Goldfield for 30 years and even own a derelict miner's shack. As I arrive, I spot someone unlocking the doors to the long-shuttered hotel, which, as it happens, is for sale. They let me in for a quick tour of the ground floor. The safe is still there, as are the high ceilings, flaking wallpaper, and ghost stories. Most thrillingly, I stand in the very room where Super Soul "broadcast" to a nation willing Kowalski on.

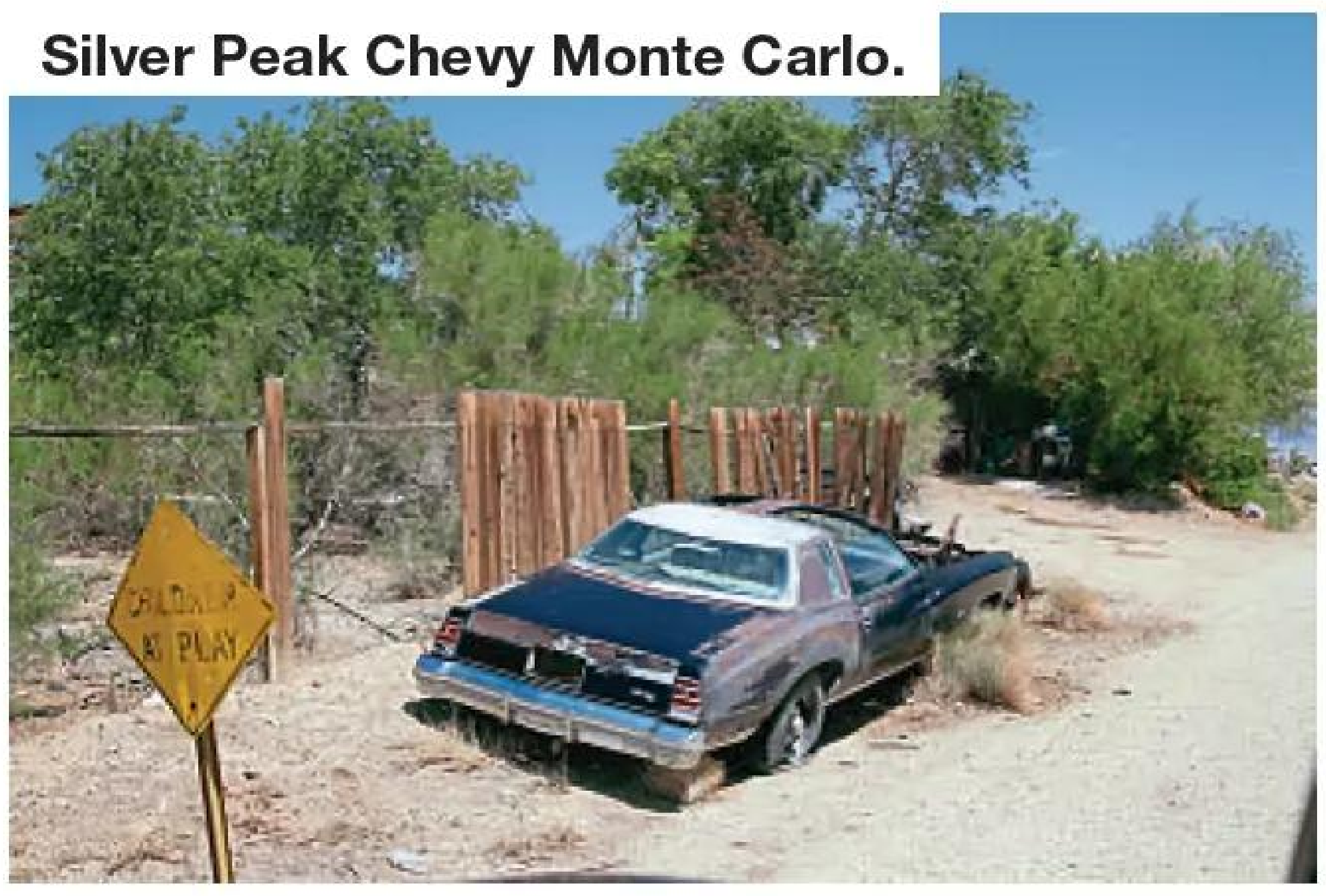
Before leaving town, I cruise past some familiar faces; rusting relics of cars that haven't moved an inch in three decades. Ironically, I might be the only Goldfield property owner without a derelict car in the yard. I do, however, apparently have a rattlesnake nest under the floorboards, or so claims my neighbour, who cheerfully milks them for venom. No visit would be complete without a stop at the International Car Forest of the Last Church, a surreal open-air gallery where vehicles are buried nose-first in the earth, or stacked like avant-garde sculptures. This is my idea of art!

Then, it's on to the Goldfield Graveyard. Some headstones recount grisly, tragic or just plain bizarre demises. But I'm here to pay my respects to one in particular: "Unknown man died eating library paste, 1908." The paste was sweetened with flour and water, and unfortunately

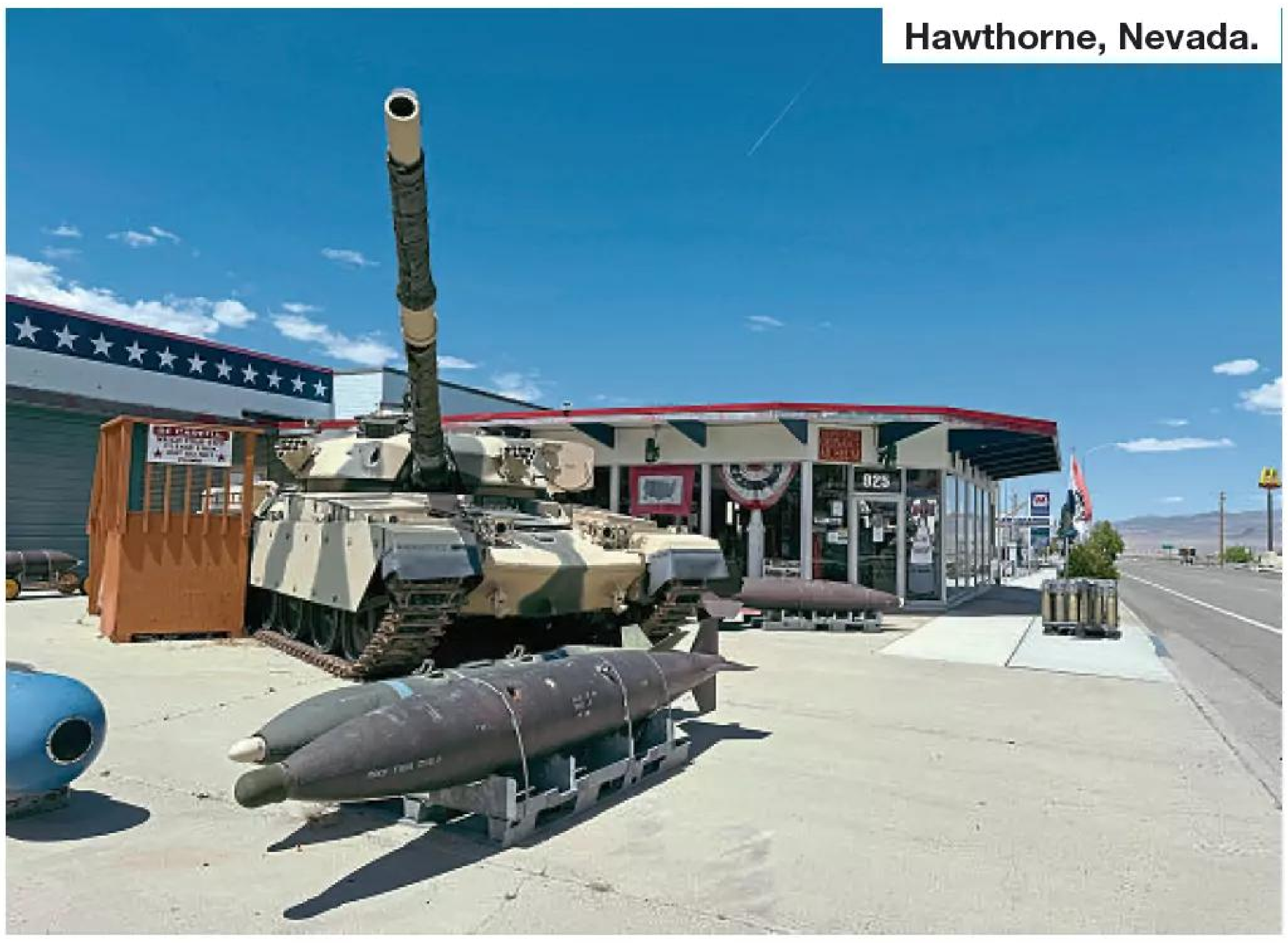
US50 - Now you know why they call it Vanishing Point.



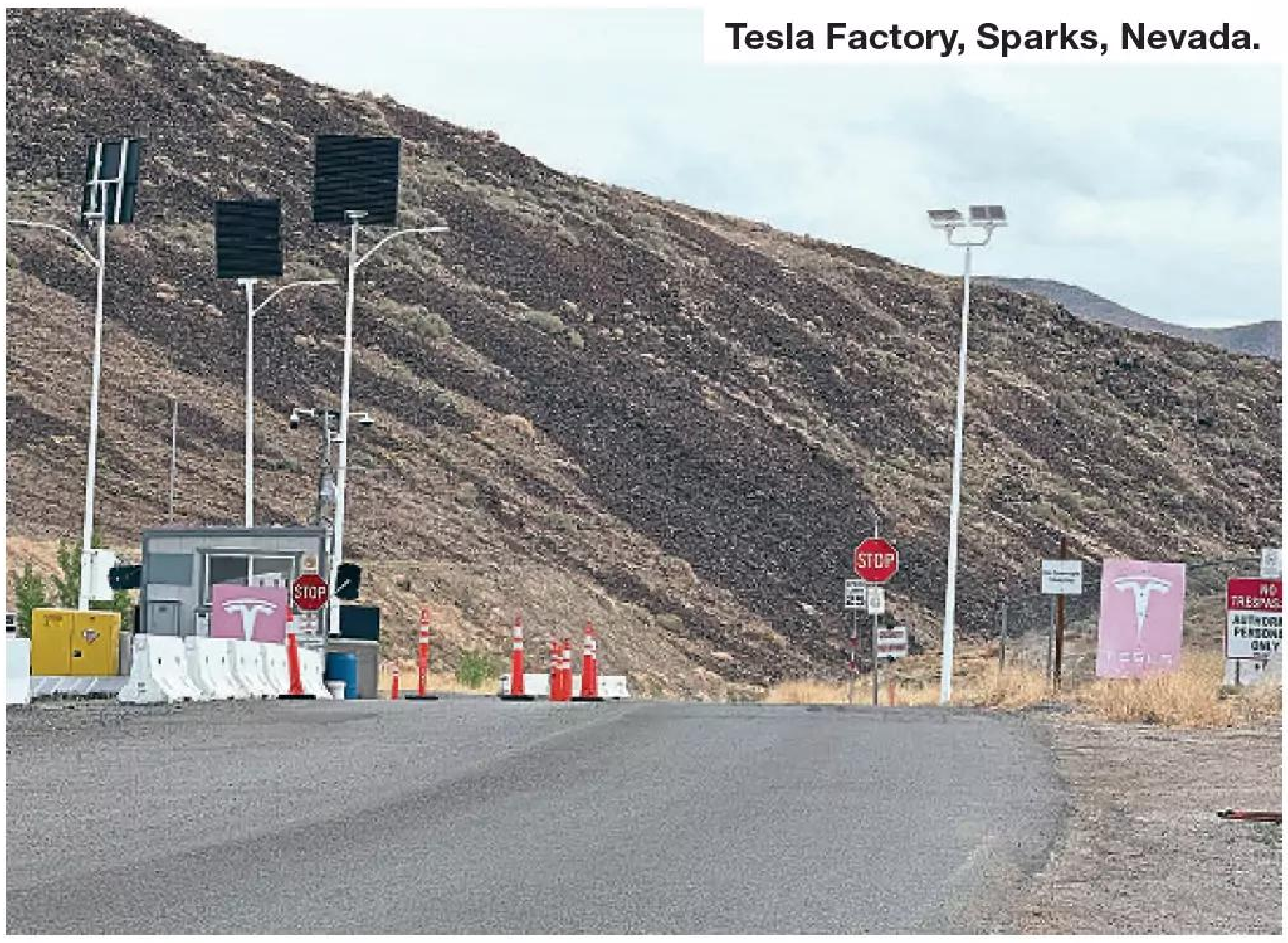
Luning Dodge Power Wagon.



Silver Peak Chevy Monte Carlo.



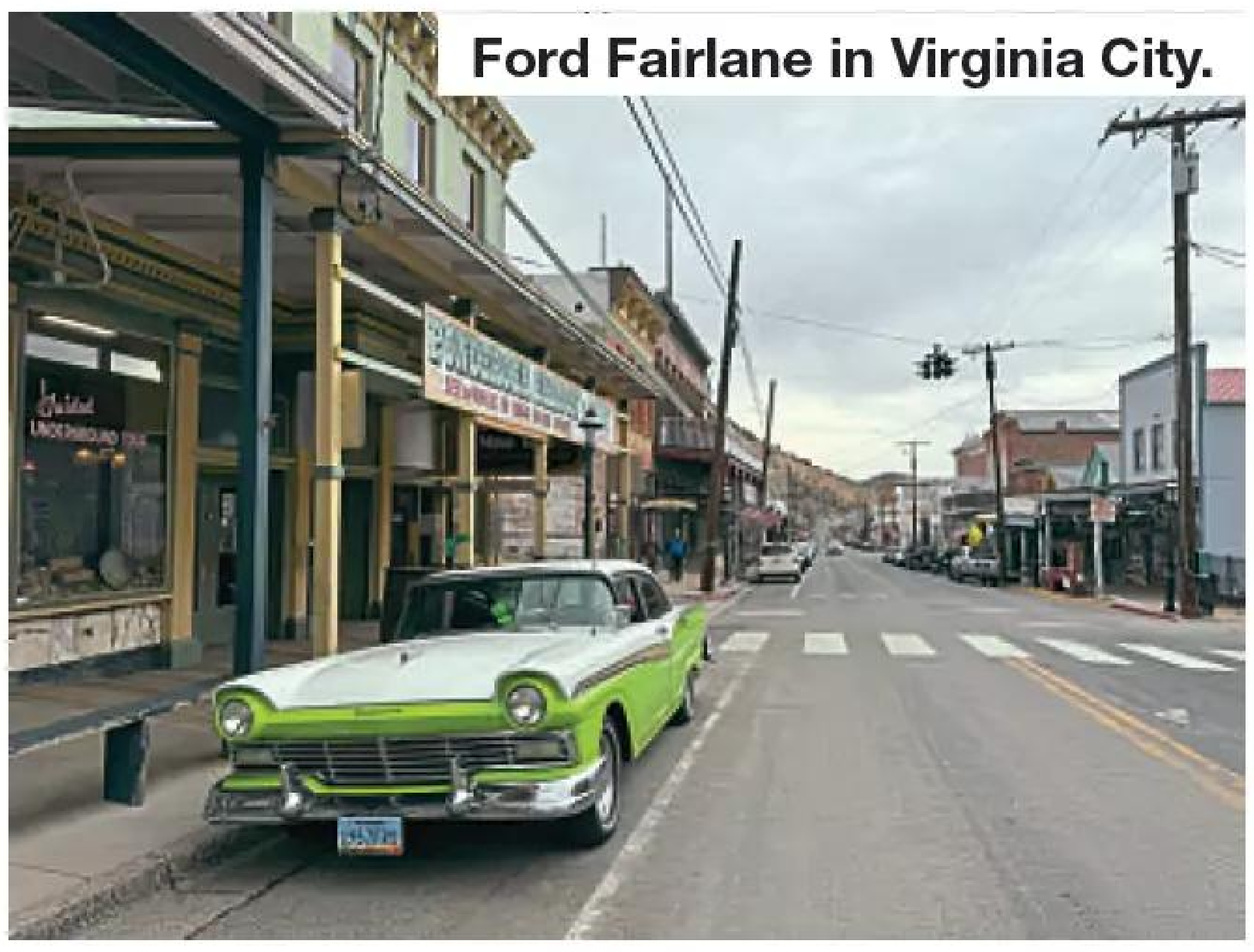
Hawthorne, Nevada.



Tesla Factory, Sparks, Nevada.

US50 bumper sticker.

I SURVIVED HWY 50!
50



Ford Fairlane in Virginia City.

preserved with arsenic. He died full, if nothing else. From Goldfield I head north, aiming for the legendary US Route 50, dubbed "The Loneliest Road in America" as it passes through Nevada. But first, a detour to Silver Peak, a near-deserted mining town where bright white salt flats shimmer in the Nevada heat. They're not just scenic, as lithium is extracted here, the same material powering the EVs we saw in Anaheim.

A handful of abandoned cars litter the roadside in Silver Peak, including a T-top Chevrolet Monte Carlo. Up the road, in Luning, I stumble upon a beautiful, crumbling Dodge Power Wagon. Then, it's on to Hawthorne, Nevada. On the outskirts of town, strange mounds rise from the desert like mini pyramids. These are bunkers, thousands of them, holding munitions for what's said to be the world's largest ammunition depot, managed by the US Army. And yet, the whole thing is guarded by little more than a chain-link fence and a sternly worded sign. It's only later, as I attempt to visit Tesla's Gigafactory outside the aptly named Sparks, Nevada, that the contrast really hits. Unlike Hawthorne's arsenal, it's totally out of bounds bounds and hidden from public view. You can't help but wonder if someone got their priorities the wrong way round.

I spend the night in Virginia City, once a raucous silver boomtown, now a western time capsule; wooden boardwalks, swinging saloon doors, and off-roaders in every direction. I spot a pristine two-tone 1957 Fairlane parked on the street, and in a bar I clock Rick Harrison from Pawn Stars. Out on the edge of town, I photograph the sun-scorched carcass of a 1930s sedan, riddled with bullet holes.

## US 50 – Hit the Road Jack!

Next morning, I hit US 50. Long, hypnotic stretches of straight road, 20 or 30 miles at a time, no bends, and virtually no traffic. My destination today is Austin, Nevada, a former silver town clinging to the side of a mountain, where part of Vanishing Point was filmed. The church from that scene still stands, virtually untouched. There are a few discarded vehicles on the edge of town, including a red ex-military M820 2.5-ton (deuce and a half) truck.

»

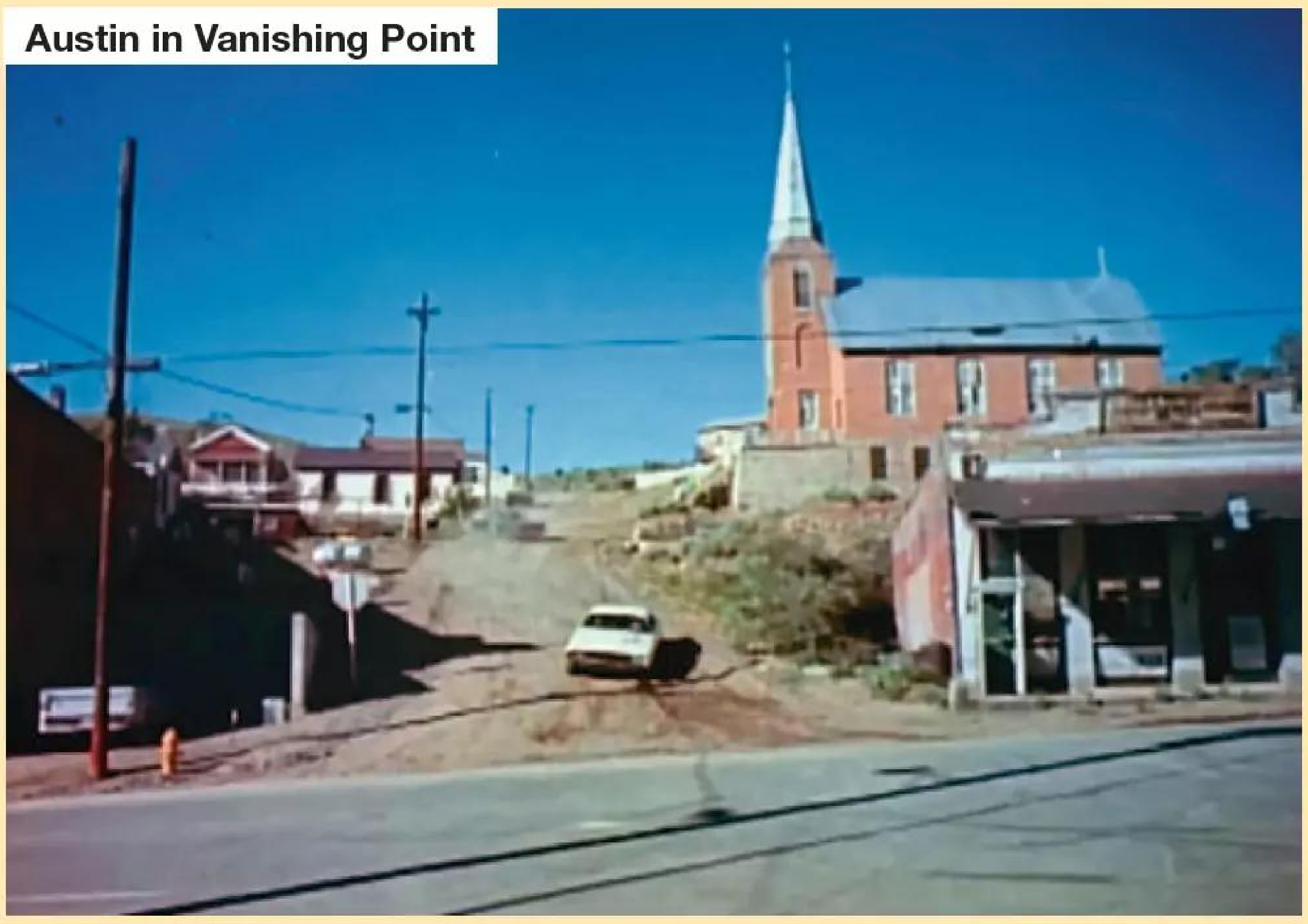
### Five Things You Probably Didn't Know About Vanishing Point

Spot the Camaro switched for the Challenger.

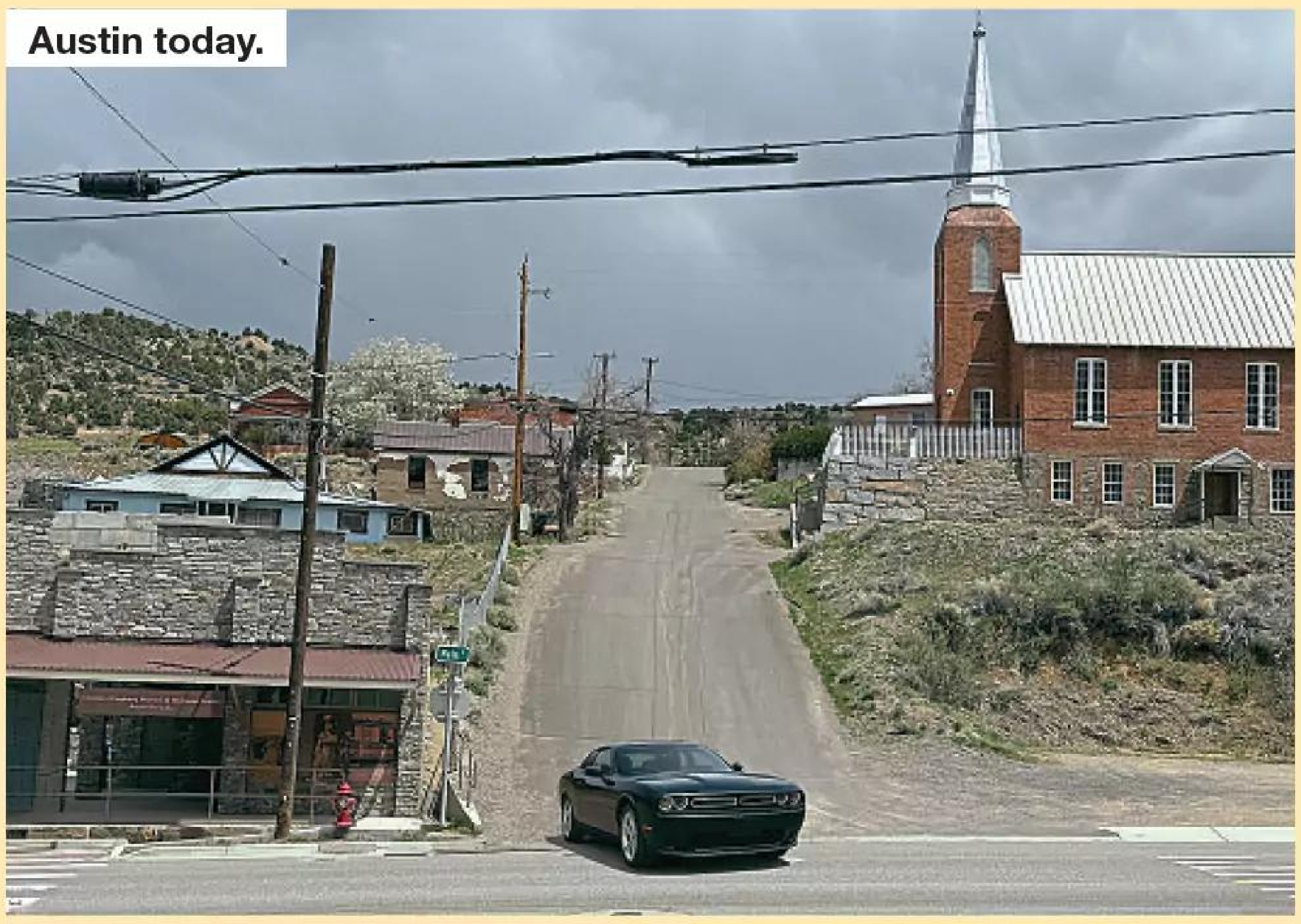
CAFE
SANDWICHES COLD DRINKS
Cisco MOTEL

**The car that hits the bulldozer at the end is actually a 1967 Chevrolet Camaro. Well, actually it was a rolling shell, filled with dynamite. These were comparatively cheap at the time, so preferable to destroy over a new Challenger.**

- **It flopped... at first. On release, the film received mixed reviews and didn't perform well at the US box office. But it later gained cult status, especially in Europe, where directors like Steven Spielberg and Quentin Tarantino praised its style and existential themes.**
- **Barry Newman wasn't first choice of lead actor. Gene Hackman was reportedly considered for the role of Kowalski, but Barry Newman got the part, and later said he didn't really understand the script, which probably helped.**
- **The film's soundtrack, blending soul, country, and psych rock, became a cult favourite and helped cement its counterculture credentials.**
- **Stunt coordinator Carey Loftin insisted on using real driving at speed rather than special effects. The cars were often doing 100mph+ during filming, especially across desert roads in Utah and Nevada.**

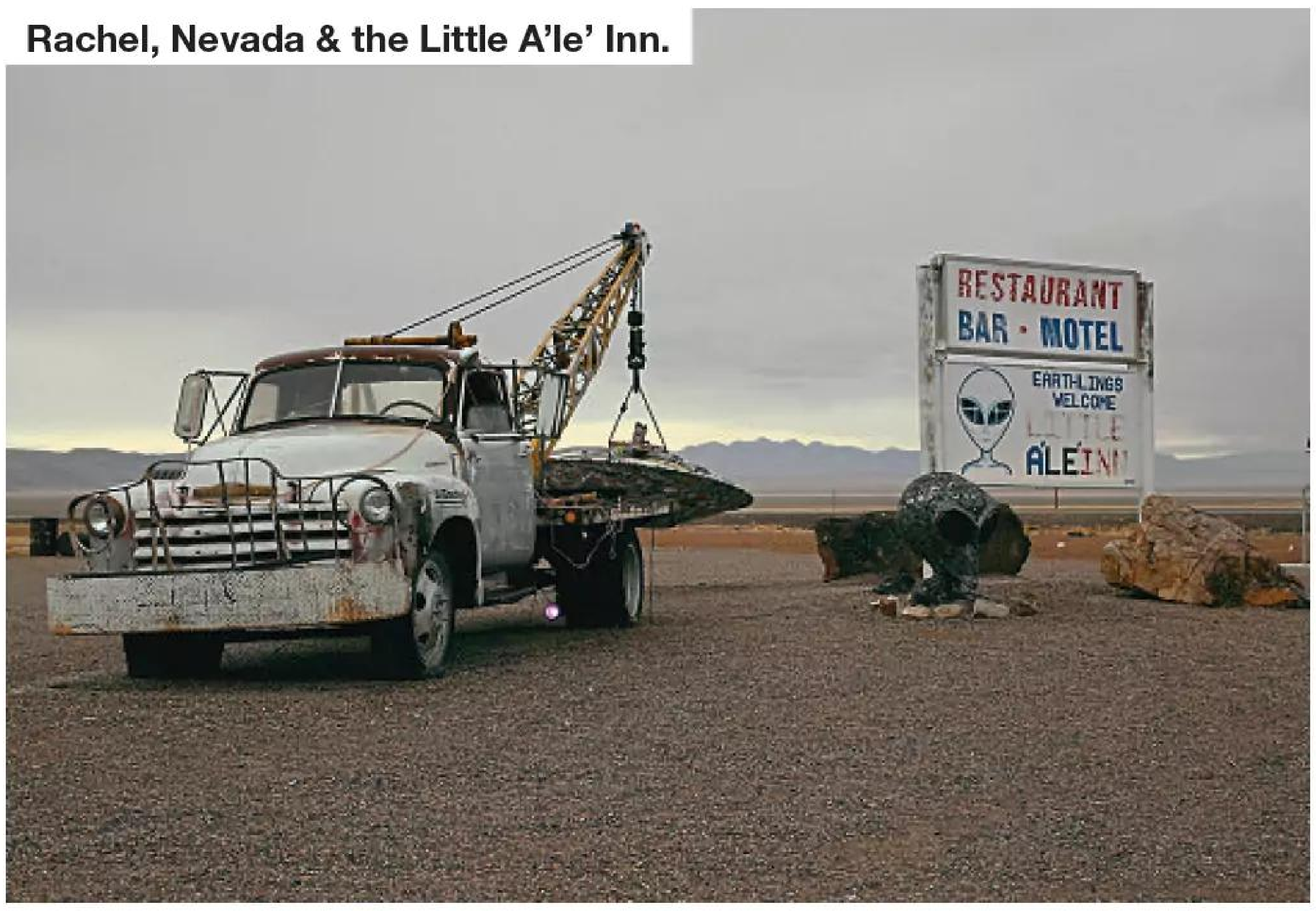


Austin in Vanishing Point



Austin today.

Abandoned truck in Austin.



Rachel, Nevada & the Little A'le' Inn.

According to the VIN plate, it was manufactured in 1971, despite looking way older.

In a gas station, I find a "I Survived US50" bumper sticker, complete with a white Challenger on it. My brother's black one might not have the roar of the original, but given I'm paying for fuel, I'm now glad it's the V6. It's returning a respectable 28mpg. From here, I head south to Tonopah, another town once known for its silver boom (there's a reason why Nevada is known as the Silver State) and haunted hotels, and stay at the historic Mizpah Hotel, all dark wood, red velvet and ghost stories.

I then cut east near the Tonopah Test Range, once home to the F-117 stealth fighter, before skirting the edge of Groom Lake, better known as Area 51. This is the airbase shrouded in secrecy and speculation, long linked to reverse-engineered alien spacecraft. I stream a podcast interview with Bob Lazar, who claims to have worked on UFOs here in the 1980s. Far-fetched? Maybe. Convincing? Surprisingly. The road leads me to Rachel, Nevada, a blink-and-you'll-miss-it speck that trades on its proximity to the Area 51. I stop for a beer at the Little A'Le'Inn. There's a beat-up Chevy wrecker out front with a flying saucer hanging from its hook, and a line of wet IHC Scouts parked across the road in the rain.

## Vanishing Point

Kowalski and the legendary Challenger.

VANISHING
POINT

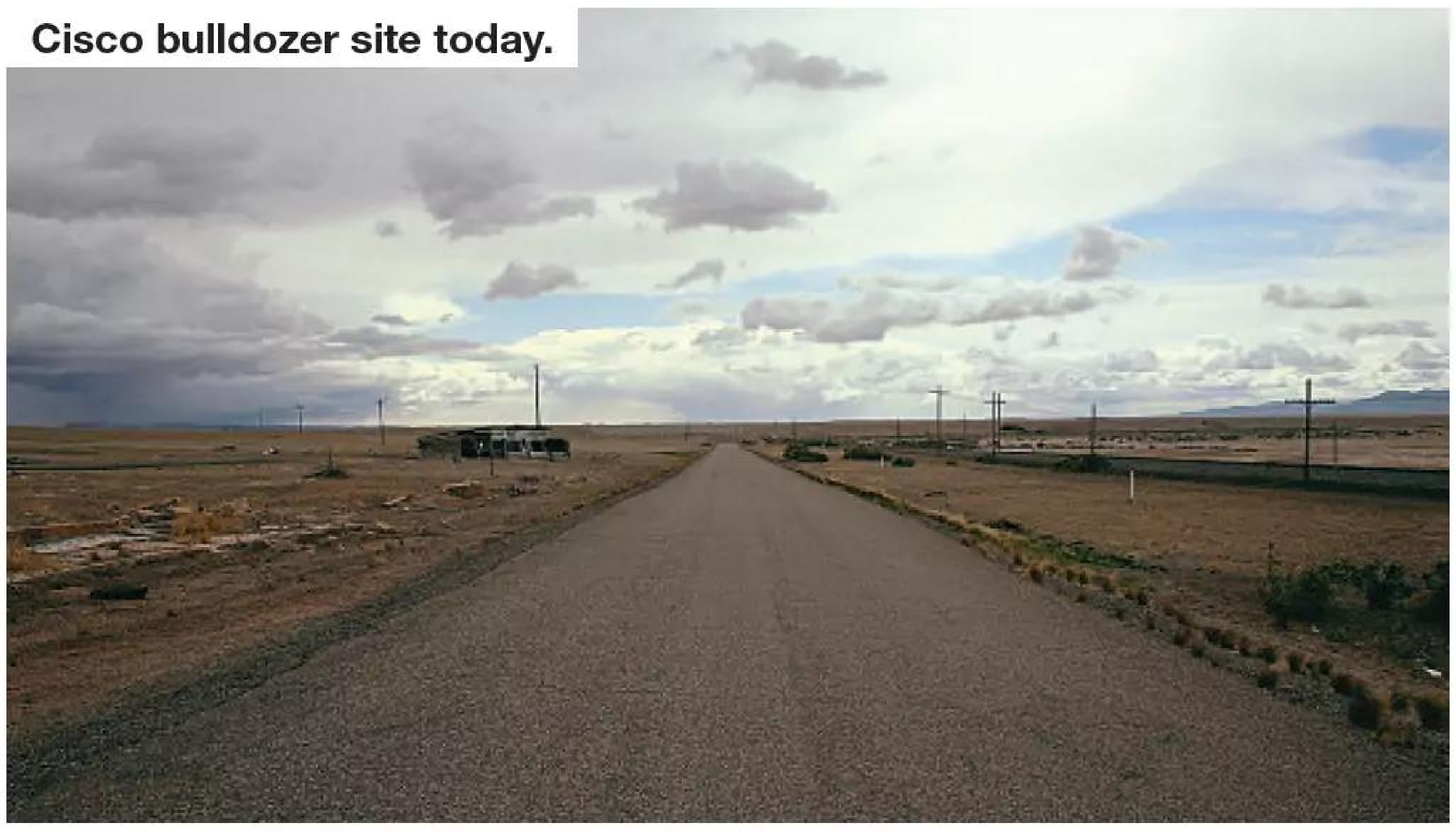
**A cult classic of the American road movie genre, Vanishing Point follows Kowalski, a disillusioned ex-cop and Vietnam vet, as he accepts a bet to deliver a white Dodge Challenger R/T 440 Magnum from Denver to San Francisco in under 15 hours. What begins as a high-speed run across the Southwest quickly becomes a symbolic flight from authority, with Kowalski pursued by an increasingly determined police force. Along the way, he's cheered on by a blind DJ named Super Soul, who taps into the mythic power of the open road. Played with quiet intensity by Barry Newman, Kowalski becomes an anti-hero for a generation questioning conformity and control. Cleavon Little steals scenes as Super Soul, while a supporting cast of bikers, hippies and desert eccentrics add to the film's surreal edge. Moody, existential, and fuelled by V8 power, Vanishing Point is the ultimate asphalt odyssey.**

It's a long drive from here to the final stop on the Vanishing Point trail. I cross into Utah and eventually arrive in Cisco. Once a watering stop on the Denver and Rio Grande Western Railroad, it's now a collection of collapsing shacks, a ghost town in every sense. Wind whips through broken windows. A curtain flutters in a doorway. It's haunting, beautiful, and cinematic; fittingly, since this is where Vanishing Point ends. The opening and closing scenes of the film were both shot here, in this dusty silence. Spoiler alert: it's where Kowalski meets his end, ploughing headlong into a bulldozer as the soundtrack swells. A quick drive around what's left of the town reveals some old tin. I spot a 1963 Cadillac. Or rather, the back half of one, buried nose-first in the dirt. The front clip has been removed and mounted in front of it. It's part sculpture, part satire, and pure Cisco. There's also some more modern scrap, which I photograph against a moody black sky.

Cisco also had a cameo in Thelma & Louise, which leads me to my final destination: Moab, Utah, the off-road capital of the world. To get

Someone likes International Scouts in Rachel.

High-flying moment for the Challenger.



Cisco bulldozer site today.

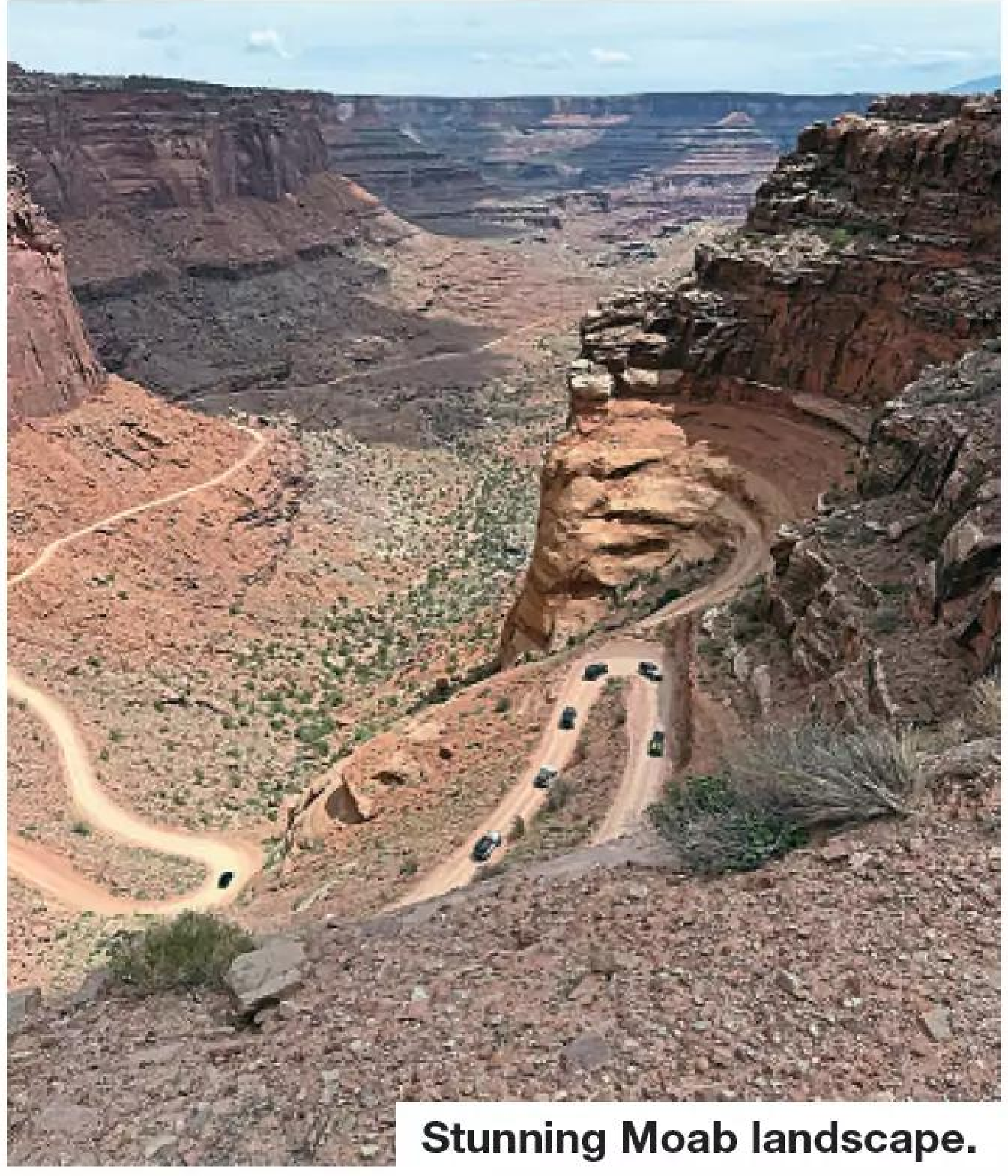
RAIL
CROSSIN

Cisco railroad crossing in the movie.

Cisco Cadillac sculpture.

YOKOHAMA
RUBICON

Moab off-roading.



Stunning Moab landscape.

there, I follow Utah State Route 128, known as the Upper Colorado River Scenic Byway. The road is nothing short of miraculous. To the left, blood-red cliffs rise like fortress walls. To the right, the Colorado River snakes through the canyon, glinting in the sun. It's cinematic in every direction; a road which doesn't just take you somewhere, but tells a story as it unspools through the landscape. You half expect the credits to start rolling.

I spend a few days in Moab, off-roading in a rented Jeep Wrangler with raised suspension and oversized tyres. The infamous Lion's Back is closed (Google the video of the Chevy Blazer coming down without brakes, and you'll see why), but the trails around here are endless and epic. I tackle the Shafer Trail, crawling along switchbacks with views that steal your breath. And then I find the place. That place. The edge. It's not the Grand Canyon, though that's what Thelma & Louise would have you believe. But, it's better; raw, rugged, unforgiving. This is where they made their final leap.

Two of cinema's greatest road movies. Two different eras. Two swan songs played out in the wide-open nowhere of the desert, and no more than 30 miles apart. Fortunately, my ending is a little less dramatic. I point the nose of the Challenger west. No helicopters in pursuit. No bulldozers blocking my way. Just the open road, a full tank, and the faint burble of six cylinders pretending to be eight. ★

## SHOW REPORT

## HERTFORDSHIRE COUNTY SHOWGROUND, REDBOURN.

6 & 7 September 2025

# PETROLHEADONISM LIVE 2025

**Words & Photography:** Karl Baumann

The 5th annual Petrolheadonism LIVE event was a huge success at its new home. A slight reduction in size was compensated for with a venue designed for hosting events, the Hertfordshire Showground. After Richard Rawlings and Chip Foose were flown over as headline guests at previous Petrolheadonism LIVE shows, this year it was Dave Kindig from TV show ‘Bitchin’ Rides’, completing the trifactor of top US automotive personalities.

“To be put in that group is quite an honour, I’ve met both and Chip’s been a great friend of mine for decades. It’s just wonderful to be over here and be accepted the way those guys are and to be in the public eye, the admiration I feel, it’s just been wonderful” Kindig told me. “Car people are always great wherever I go but especially here” Dave said. “I’ve travelled all over the world and I’ve seen a lot of American car culture, it’s something that gets a lot of people energised. Car people are always great whether you’re into Peugeots or Camaros, it doesn’t matter. I’d love to come back to Petrolheadonism again, thank God the weather was nice!”

It can’t be cheap booking a big TV personality and then flying them over and putting them up for a long weekend, but it’s what makes Petrolheadonism a top-level car show. The large crowd hung on every word, as Kindig recounted amusing anecdotes and very interesting stories. No wonder he got his own TV franchise, Kindig is a born communicator and he was happy to stand for selfie’s and sign T-shirts to the multitudes who asked him – A very impressive guy!

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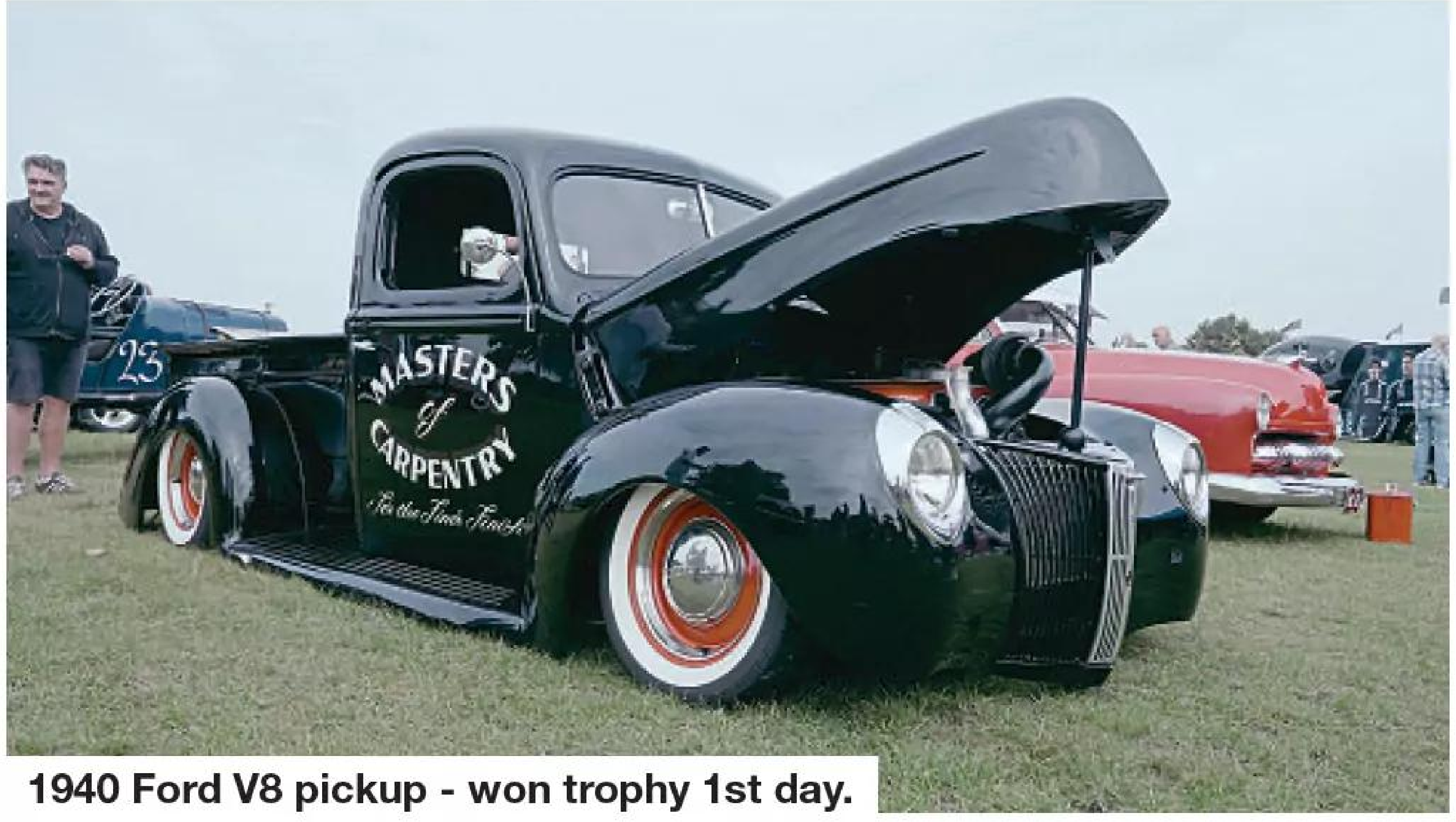
First generation Camaro looks mean in black.

Ford rod with cool hood mascot.

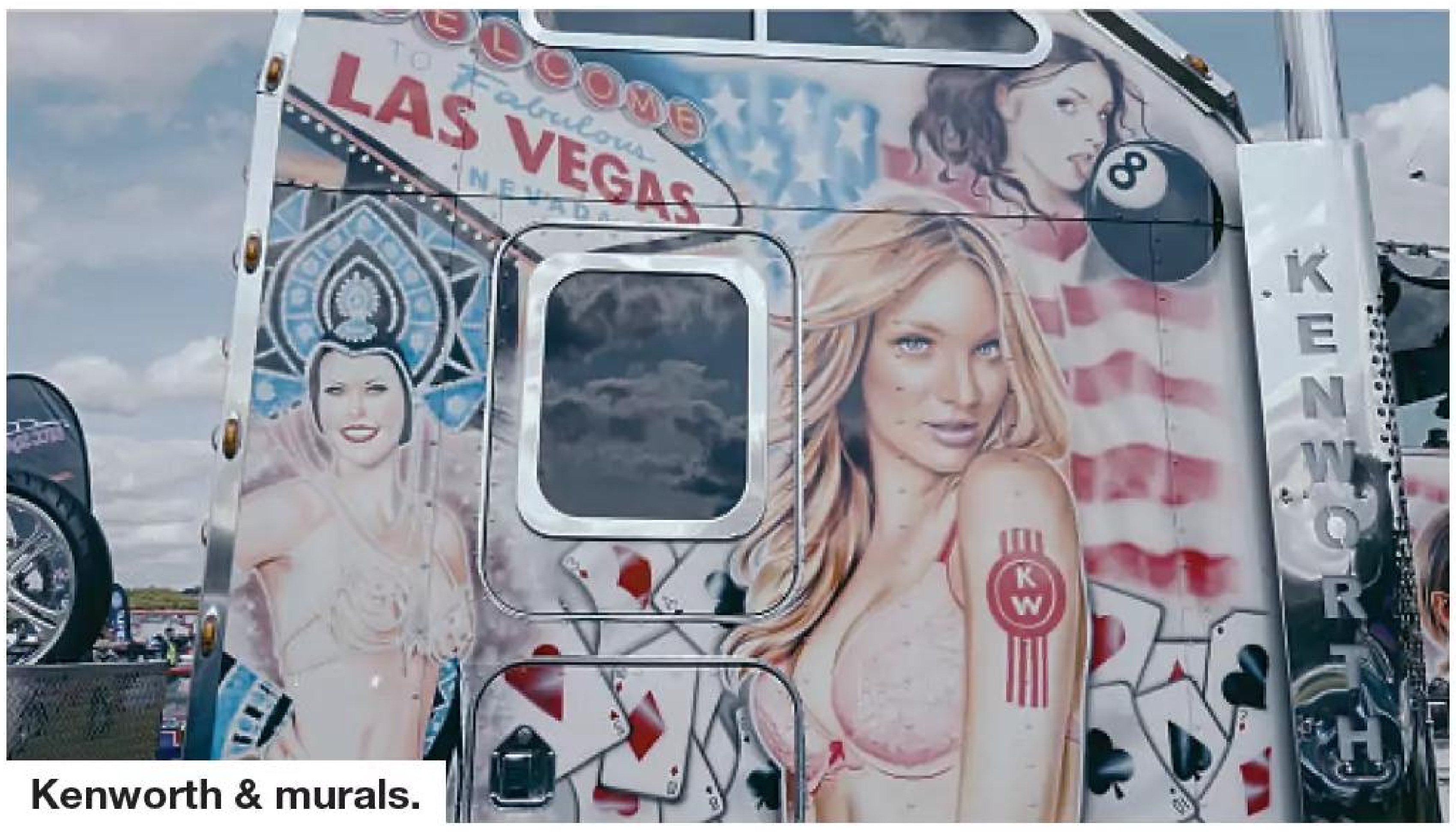
Kindig with Petrolheadonism people.

1965 Ford Mustang Fastback.

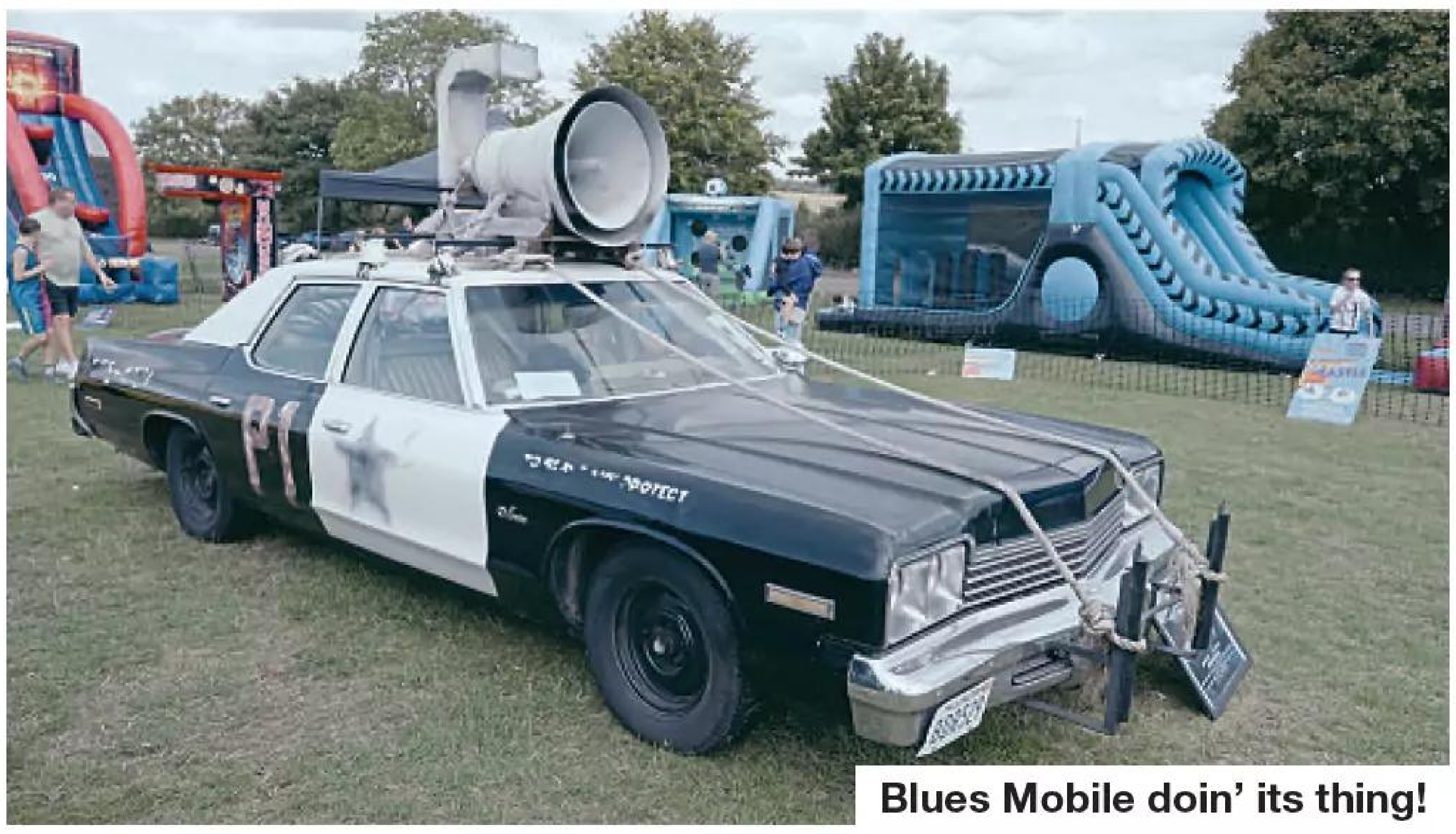

1940 Ford V8 pickup - won trophy 1st day.

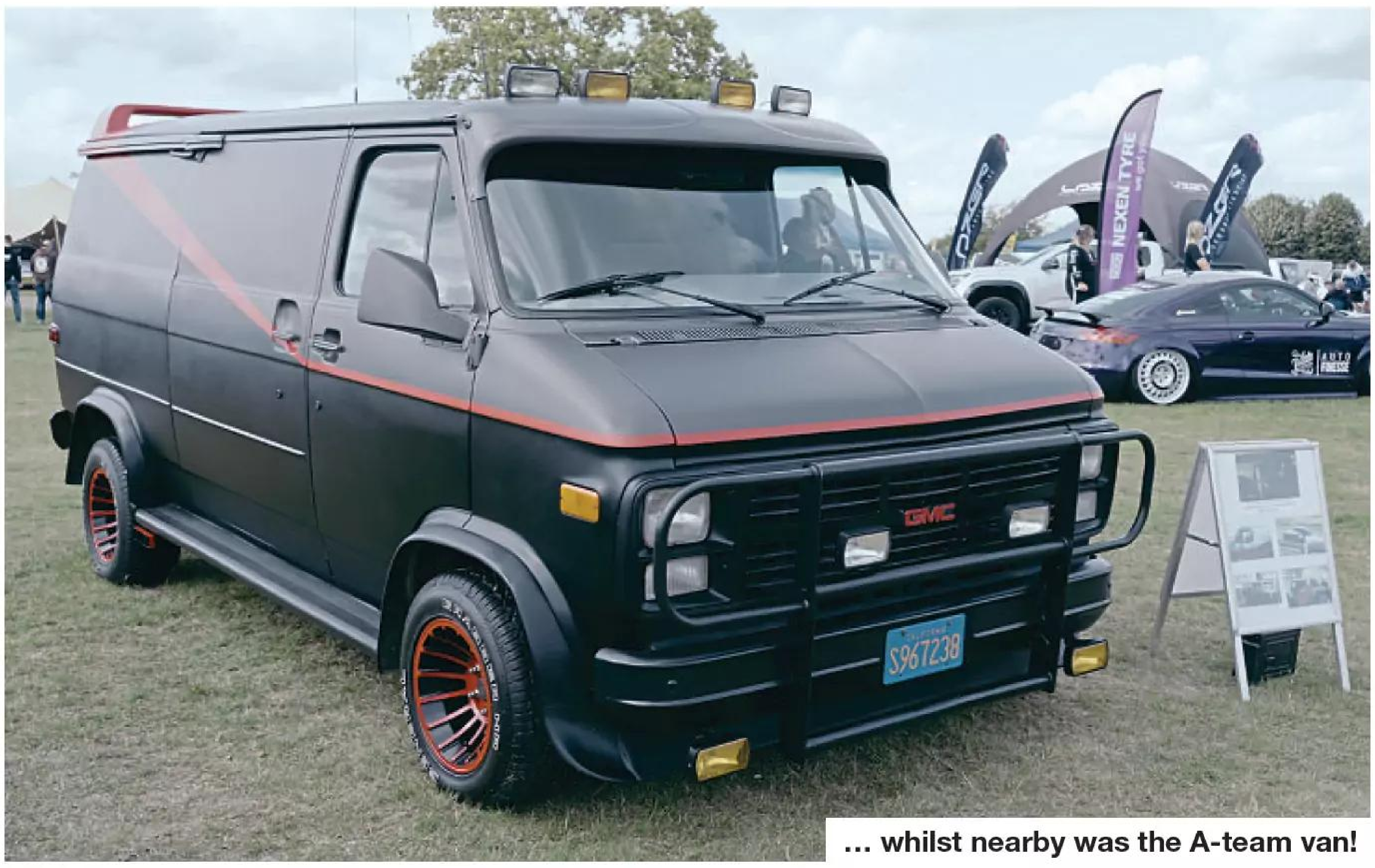
Impressive burn-out!

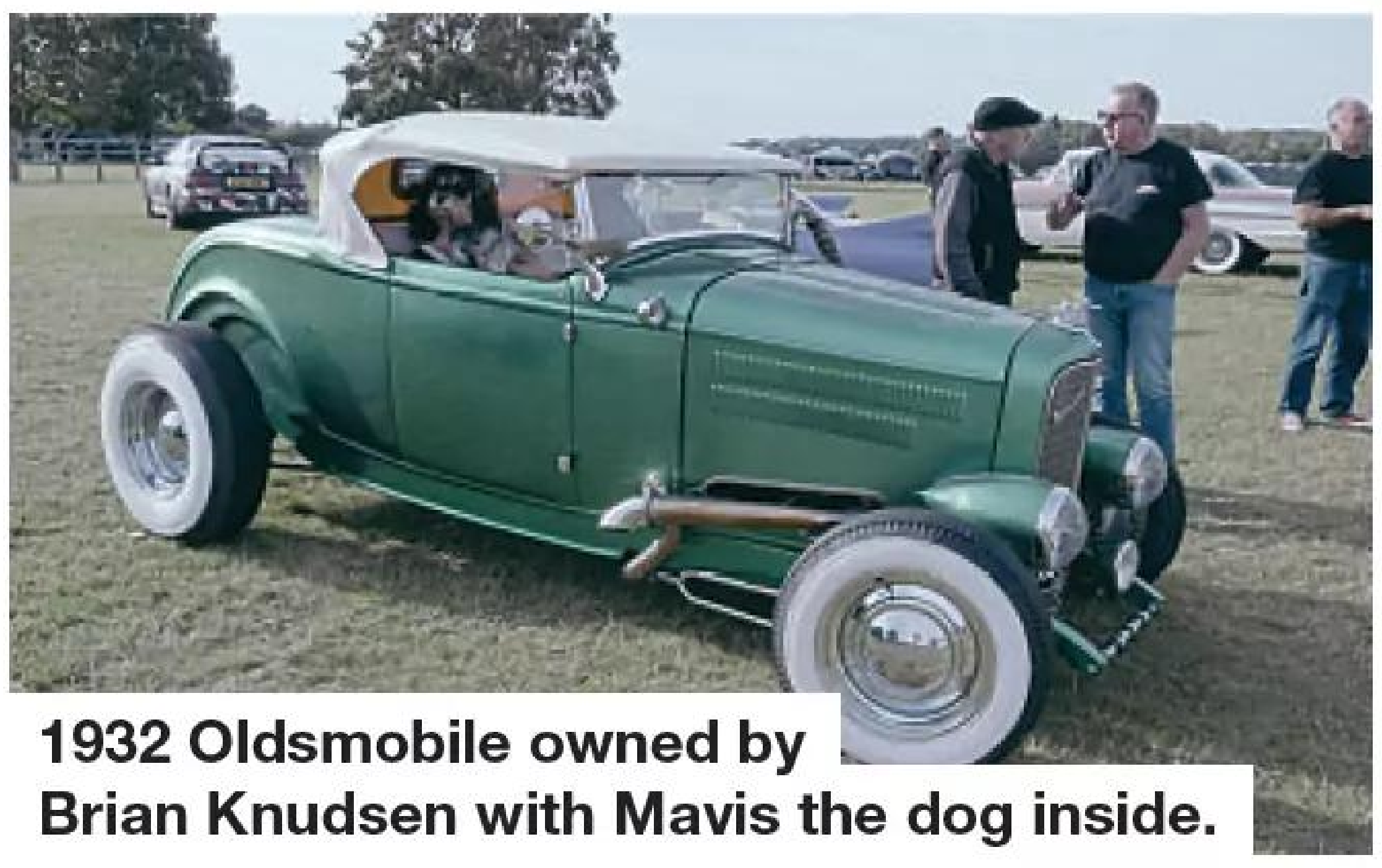
Right shirt for the event!

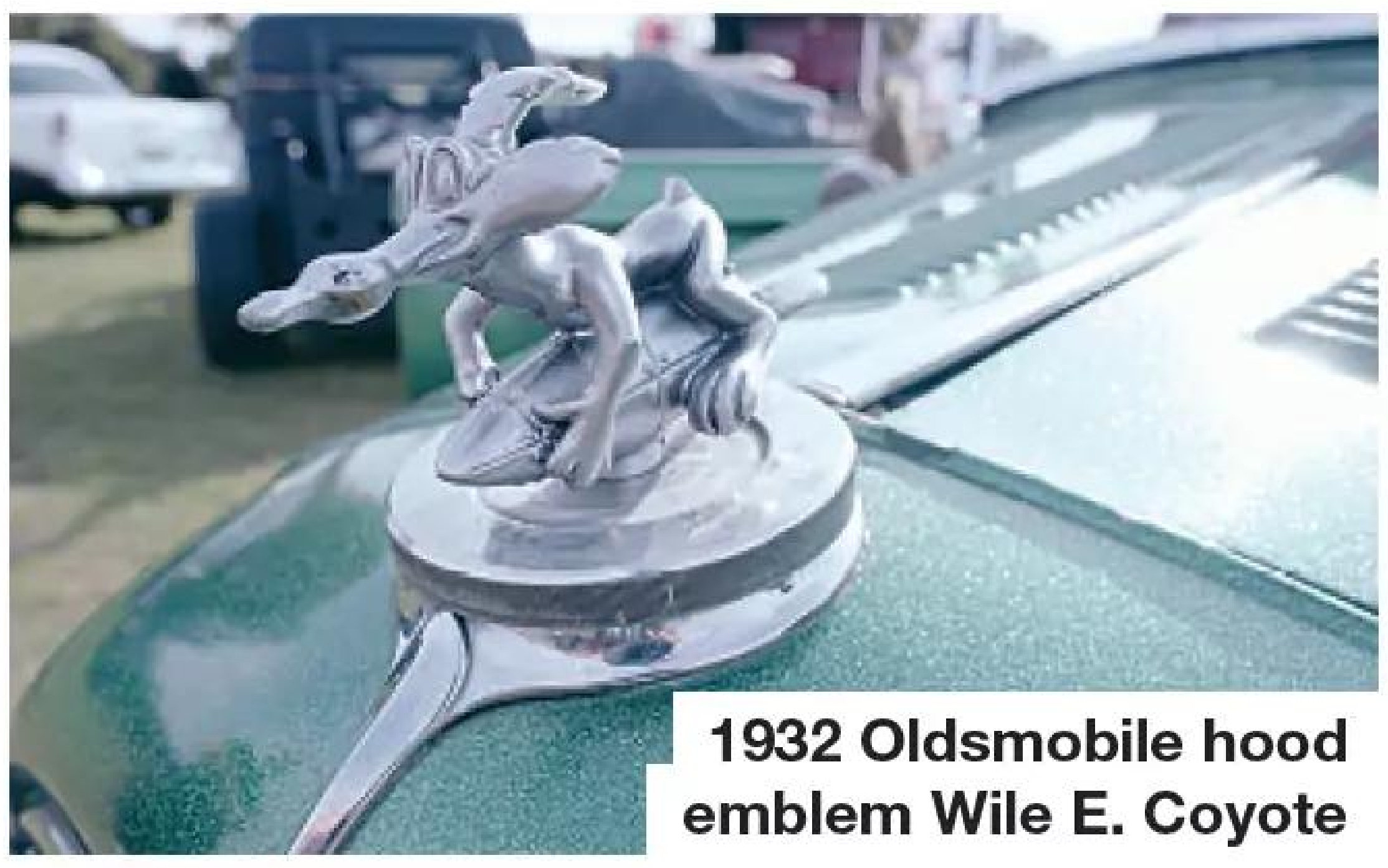

Kenworth & murals.

Kindig happy to pose for fans.


Blues Mobile doin' its thing!


… whilst nearby was the A-team van!


1932 Oldsmobile owned by Brian Knudsen with Mavis the dog inside.


1932 Oldsmobile hood emblem Wile E. Coyote

Petrolheadonism LIVE has always featured events on stage and a wide variety of vehicles. There's YouTuber Shmee's collection of supercars, there's movie cars, street modified, rat rods and just about everything in between, including a high percentage of yanks. (Unsurprising, as the organiser has owned a few USA cars over the years). I believe it's fair to say that it was the four Kenworth trucks that literally dominated the hundreds of vehicles parked up. Each Kenworth was massive, the chromed grills and other brightwork glistening in the September sun and attracting attention from all who came to this fantastic show.

"You can buy an American truck from about £25,000 but it depends on what level you go in." says the owner of all four of these beasts, Keven Mortimer (of K M Commercials). "But that

Amazing crash helmets!

Plenty of rods on show!

Chopper on Kenworth glistens in sun.

Orange Kenworth truck.

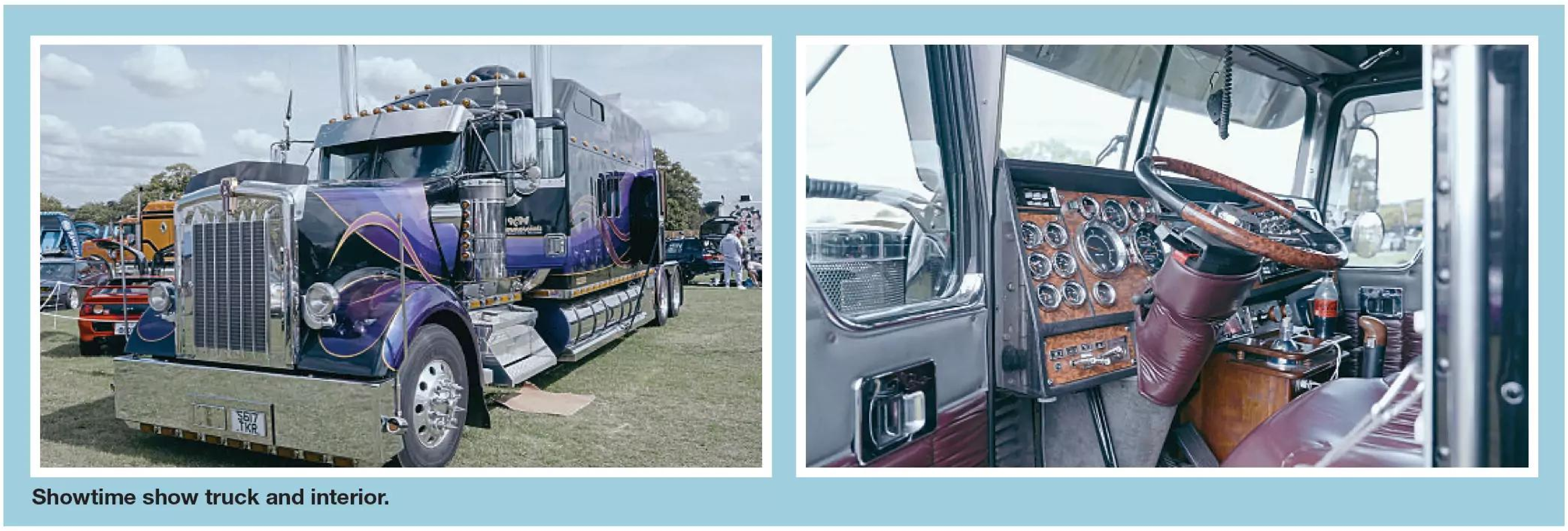
Now that's a burn-out! (image: Lewis Stockwell - V5 Media).

CA Cover car Challenger.

Robbie the robot and Cosmotron custom.

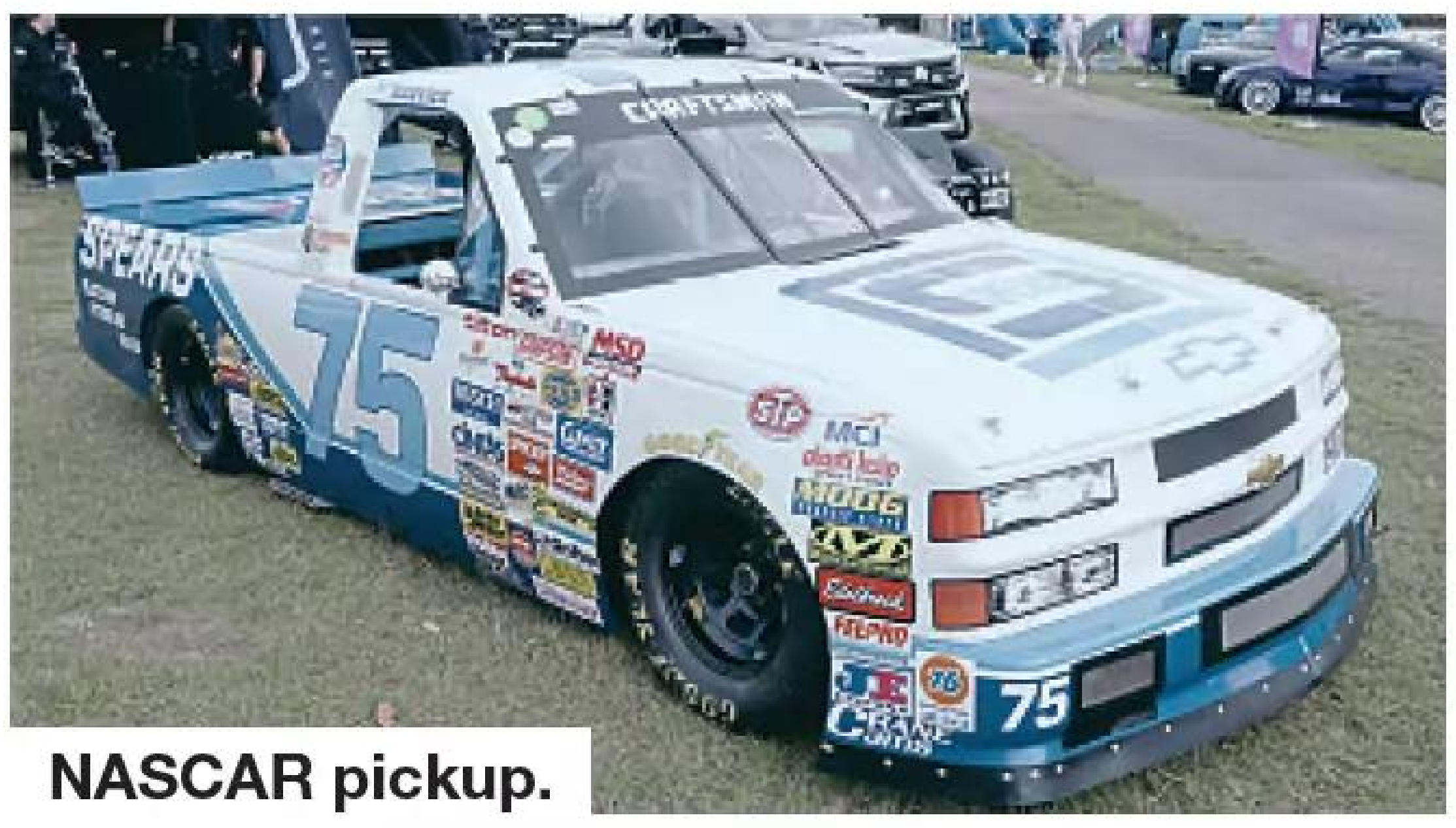
Shmee

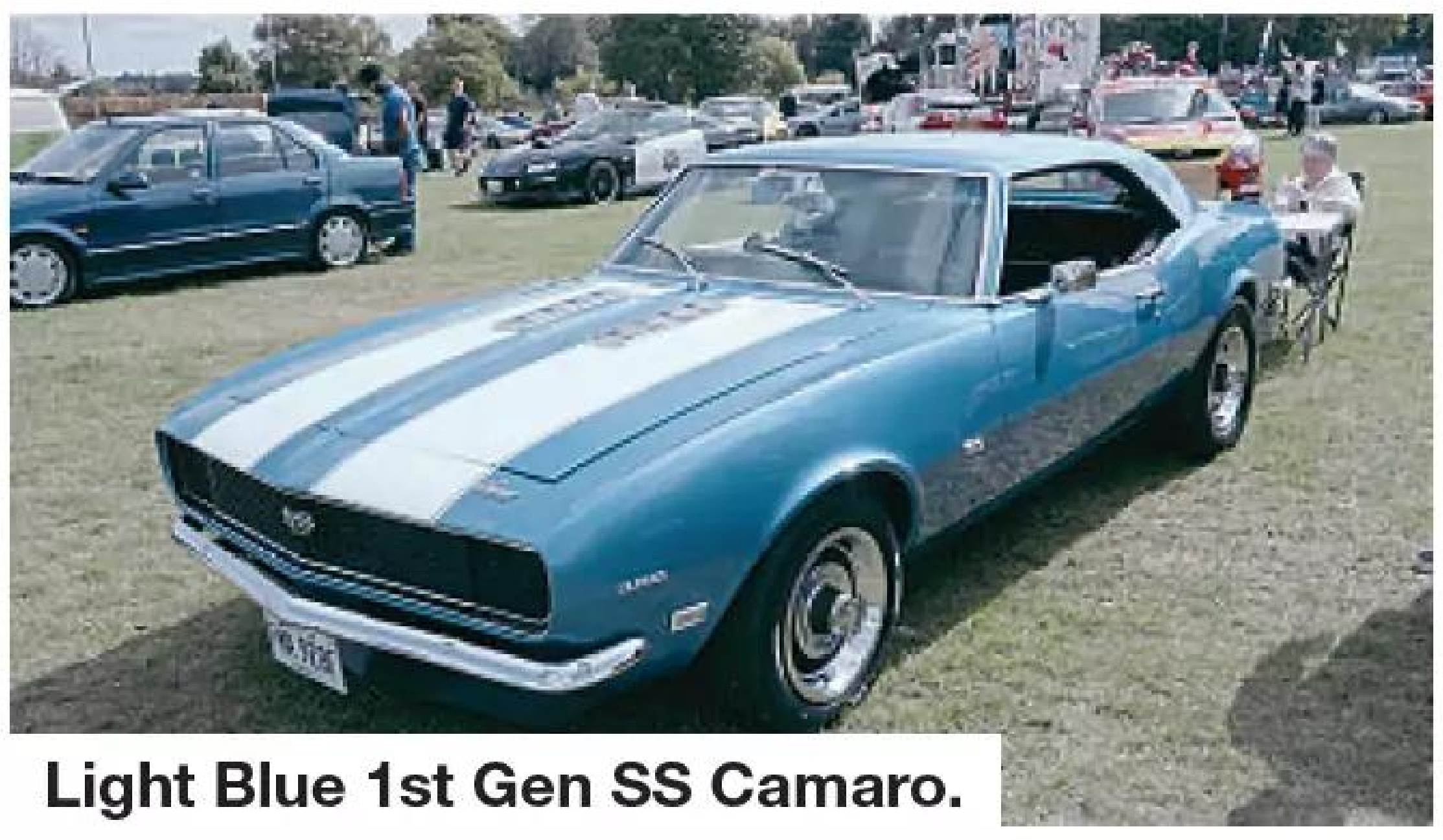
Keven Mortimer and 'Showtime' show truck.


Showtime show truck and interior.

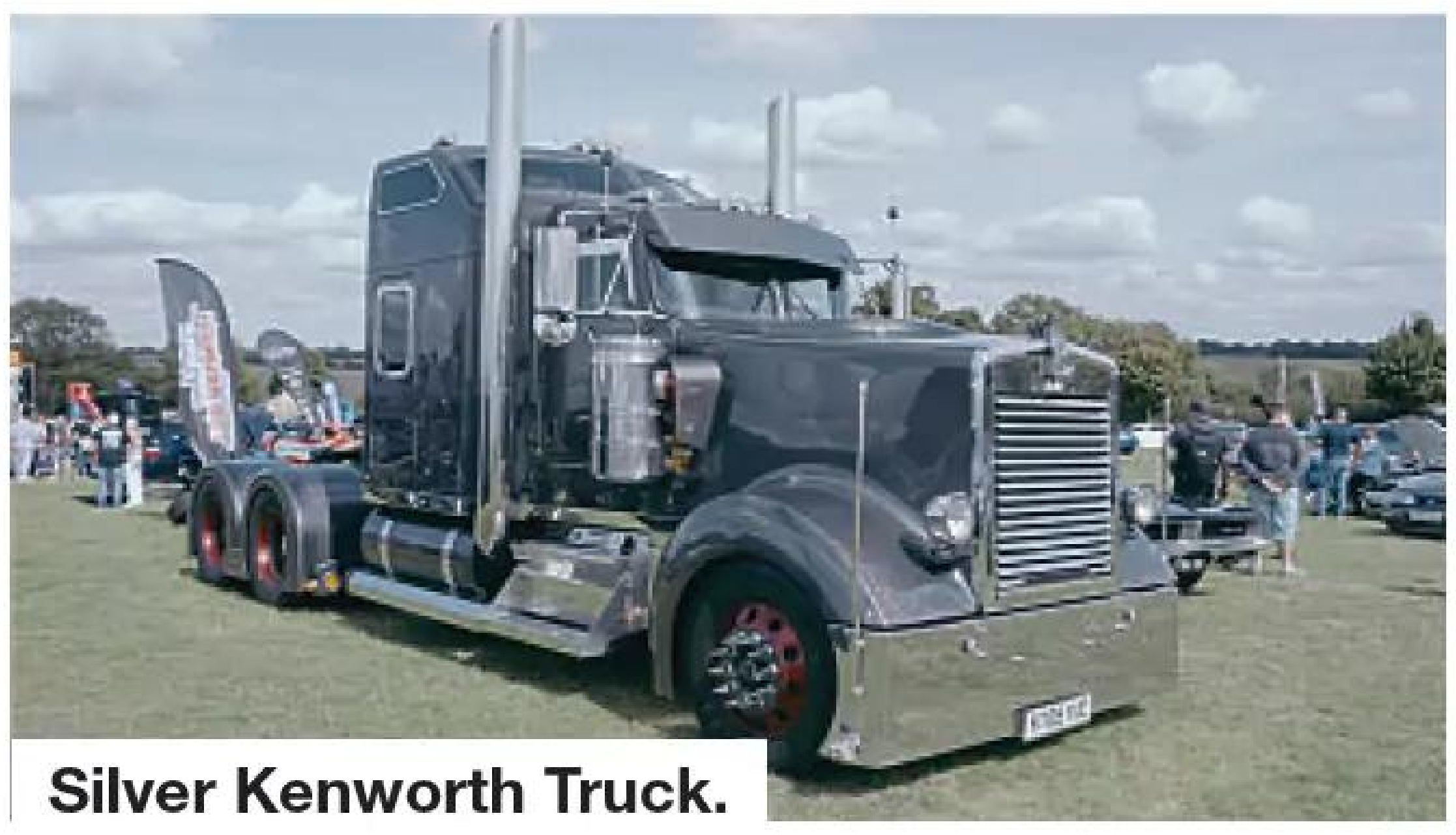
Kindig on stage with Sam Hard.

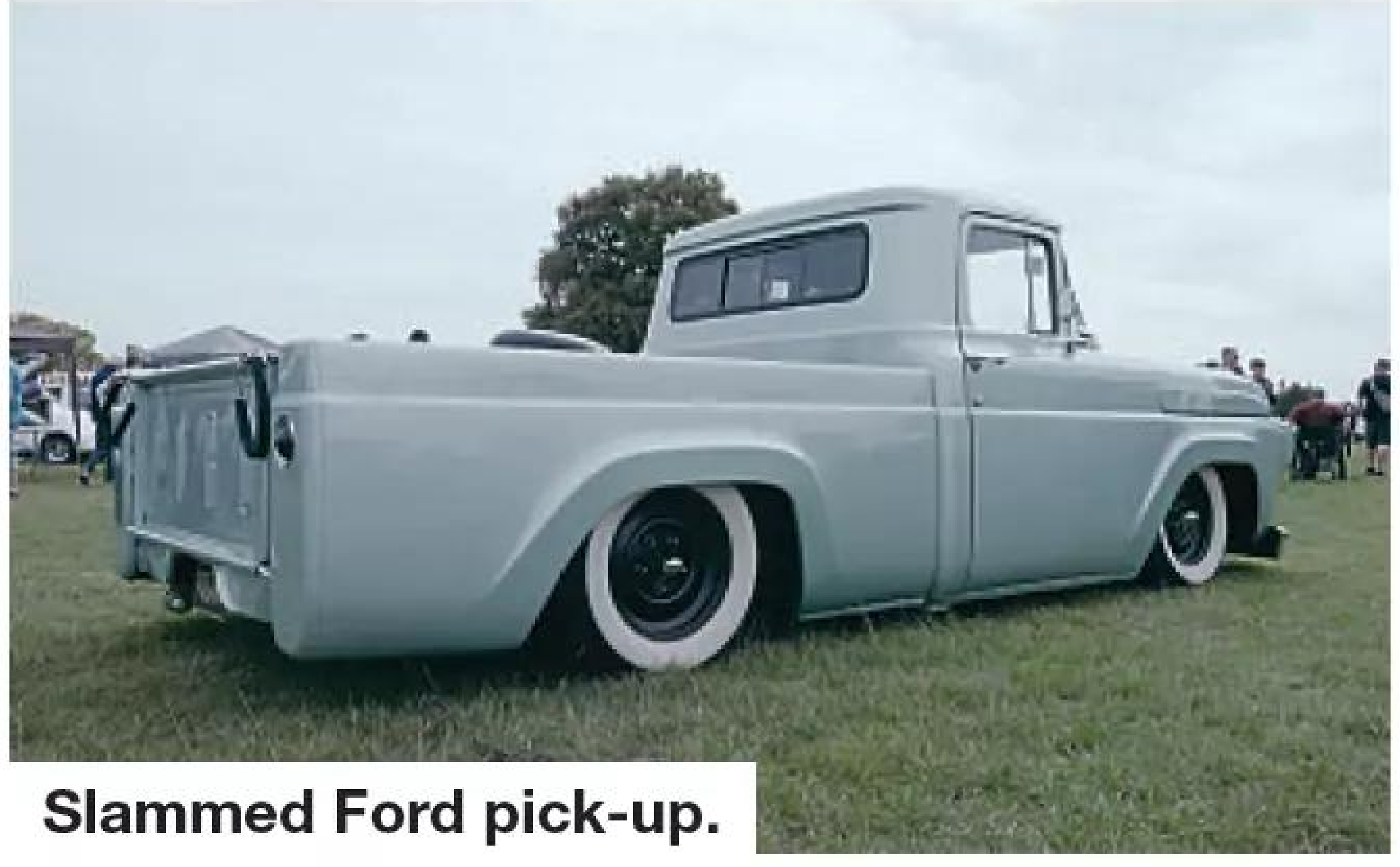
M Holyoake polishes '69 Charger.


NASCAR pickup.

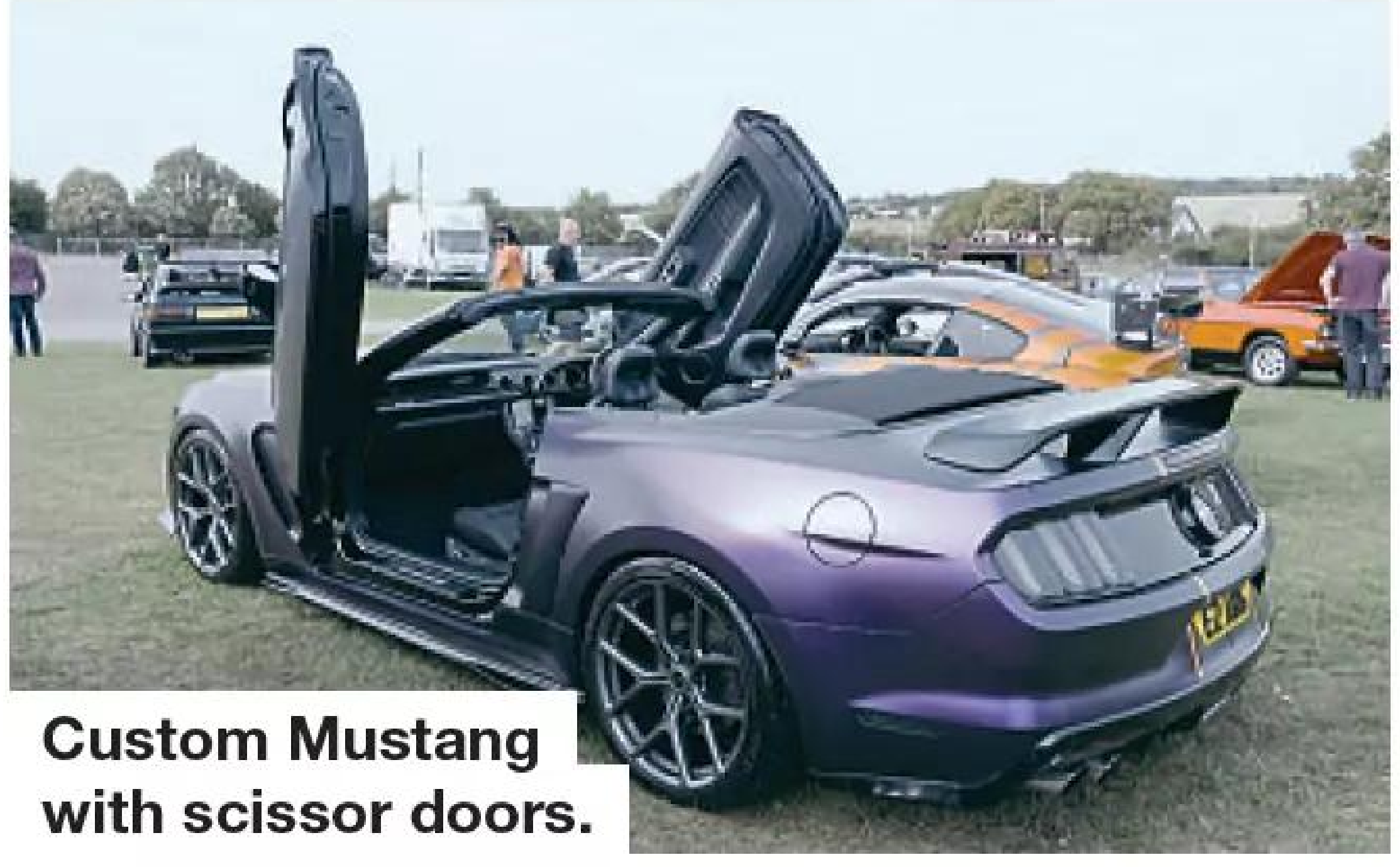

Light Blue 1st Gen SS Camaro.

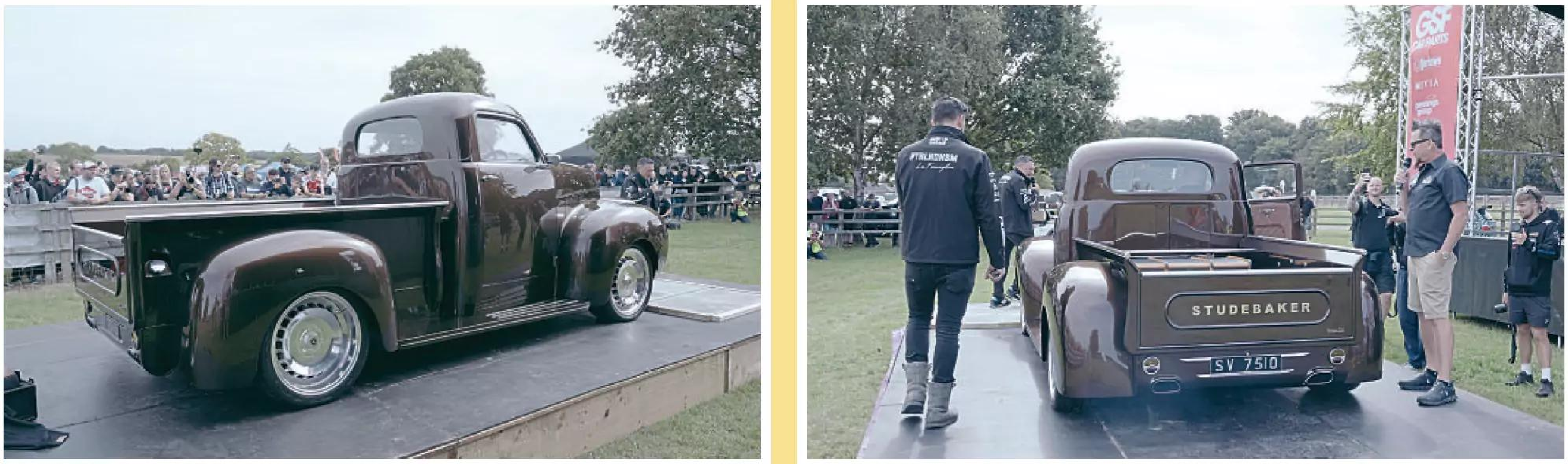
Kindig signing fan's shirt.


Silver Kenworth Truck.


Slammed Ford pick-up.

Kindig, Steve Varden who owns bronze Studebaker, Ciro Ciampi (show organiser) and S Hard.


Custom Mustang with scissor doors.


Kindig unveiled this stunning custom Studebaker truck, which you can read all about in the next issue!

grey truck had a major refit about 4 years ago in Germany, about 350,000 Euros was spent on that…it had a bare chassis nut and bolt rebuild so it's pretty mint." The purple 'Showtime' truck was the longest at a whopping 34-feet: "That's the latest purchase, it was built back in 1999 as a show truck. It came over here and won all the awards but about 8 or 9 years ago the previous owner got ill and it was put in a barn.

"We got it just 2 months ago and started cleaning and polishing it up and it's come up amazingly well, although we still have a lot to do." All four of these giants feature 'living quarters' behind the cab of the truck. "Showtime's is the biggest in Europe. As it was built as a show truck it's longer and wider than anything else" Mortimer explained, "She has a 16- litre C16 engine, a Caterpillar, producing 1,000 horsepower…it's only done 55,000 since new, it's not even run in yet!" Keven went on to inform me that the grey one was also used to pull F1's George Russell's living trailer around few years ago, clearly these Kenworths have fans everywhere.

So many yanks caught my eye, literally. As the sun started to go down in late afternoon beautiful rays bounced off of a 1932 Oldsmobile painted in green fleck that screamed "look at me!". Owned by Brian Knudsen he explained that he'd put in "a 394 from a 1959 Rocket 88, so this thing isn't slow." I wish I'd asked him why the hood ornament was of Wile E. Coyote, but the coolness of that put me on my backfoot, so I forgot!

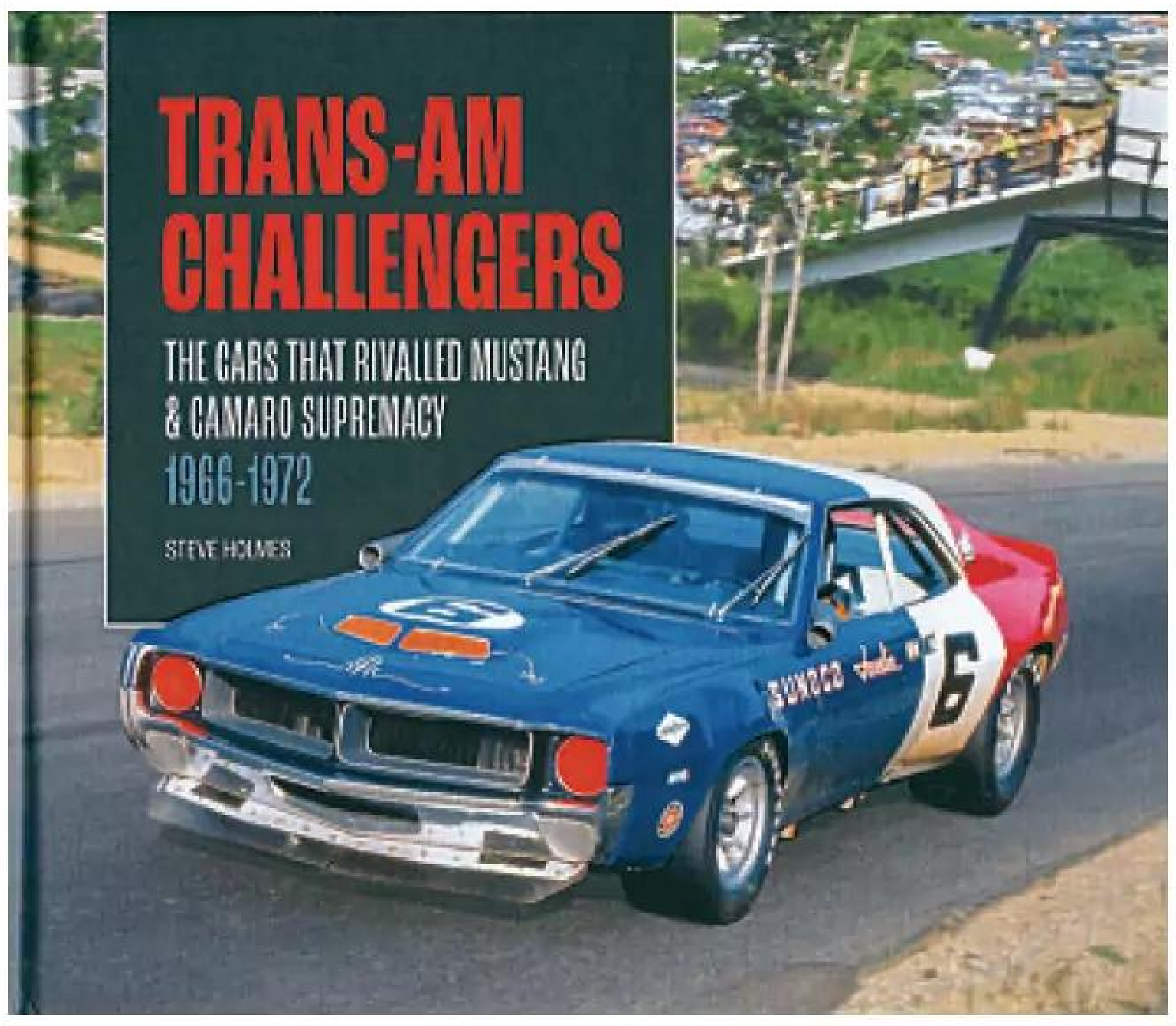
I spoke with the owner of a '65 Mustang Fastback named Chris. This example was incredibly impressive and I loved the resto-mod approach he took to the stunning interior. When he told me the front buckets were actually Hyundai, I was astonished.

But isn't it always great to stumble upon a car that featured in Classic American? I thought the orange Challenger looked familiar and there on the dash was a copy of the edition that featured this fantastic Mopar on its front cover. That brought a smile to my face and then I openly chuckled to myself as I spotted Richard Rawlings in the lower right-hand corner. Turns out, this was also the edition in which I'd reviewed Petrolheadonism LIVE previously, when Rawlings was flown over - small world! ★

# Classic American Reviews

## Trans-Am Challengers – The Cars That Rivalled Mustang & Camaro Supremacy 1966-1972

**Author:** Steve Holmes
**Published by:** Veloce, an Imprint of David and Charles Ltd.
**ISBN:** 978-1-836440-34-5
**Price:** £35.00



Maybe it's because the competitors looked like street cars, but I have always had an interest in the Sports Car Club of America's (SCCA) Trans-American Sedan Championship from its inception in 1966 until it morphed into something else in 1972. The 'Sedan' bit was dropped in 1967, but it still featured exclusively homologated sedans (saloons in UK parlance) and coupes. The SCCA encouraged the inclusion of factory sponsored teams and Ford in 1970 famously won the series with its Bud Moore-sponsored team and drivers Parnelli Jones and George Follmer. Their iconic Grabber Orange, visually updated 1969 Boss 302 Mustangs dominated the track, before Ford unceremoniously pulled the plug and left the Moore team to go it alone for 1971. Indeed, my decision to buy a Twister Orange Mustang was directly influenced by the photos I'd seen of the Bud Moore team's cars.

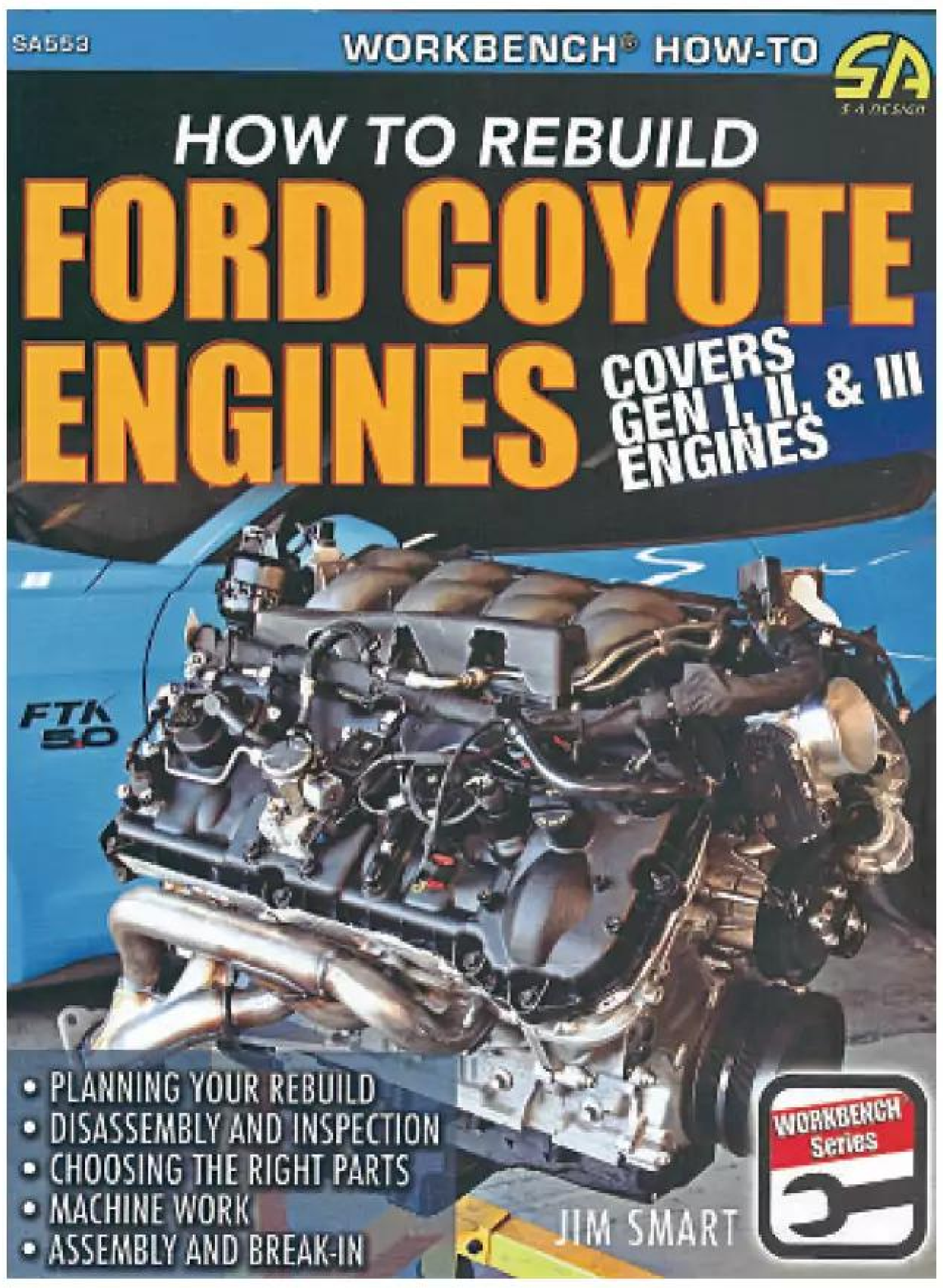
Nevertheless, whilst Ford, with its talented drivers, were consistently hard to beat, there were many other teams, both factory financed and independent, throughout the golden years of Trans-Am racing. These are thoroughly investigated, described and illustrated in exclusively contemporary photographs, in Steve Holmes' new book featuring the diverse cars that challenged Ford and Chevrolet for track supremacy. The name should be familiar, as Holmes is the author of both the Racing Mustangs and Racing Camaros books, also published by Veloce and still in print. Having seen a couple of his You Tube videos, it's clear that he's extremely knowledgeable and has the necessary details to present a comprehensive history of this fascinating period of racing.

This excellent book is divided into years and each one runs through the individual races of that season. It is both a scholarly account of the Trans-Am racing series and a photographic record of the cars, the tracks and the racing action. Most of the pictures are in colour and chosen for their quality. They depict a wide range of cars including Plymouth Barracudas, Dodge Darts, Chevy Corvairs, though their appearance seems to have been fleeting, and Alfa Romeo GTAs.

BMC Minis also took part in early years alongside Ford Falcons, Lotus Cortinas, the odd Porsche 911 and Mercury Cougars. Mercury withdrew as a manufacturer in 1968, but the American Motors Corporation (AMC) stepped in with their Javelins, replete in the bold red, white and blue livery of the Roger Penske team. These proved remarkably successful and ultimately were the last vehicle manufacturer-sponsored team to take part. The Pontiac Firebird also appeared in 1968, as did Pontiac Tempests. Chrysler contributed the occasional Dodge Challenger and Plymouth 'Cuda. An eclectic mix! In summary, brimming with great photos and a comprehensive text, it's not to be missed!

## How to Rebuild Ford Coyote Engines – Covers Gen I, II & III Engines

**Author:** Jim Smart
**Published by:** Car Tech
**ISBN:** 978-1-61325-851-4
**Price:** £34.00



It seems remarkable, but Ford's popular modular 'Coyote' 5.0-litre V8 engine, introduced in 2011, is nearly fifteen years old. Used primarily in Mustang GTs, including the Boss 302 and F-150 pickups, it has evolved over three generations and has been a success story due to improvements across the board. As explained in this new guide from Car Tech, whilst these are durable engines, many will by now have high mileages and will benefit from anything from a deep service to a full nut and bolt rebuild. Given the relatively large numbers of post-2011 Mustangs, and the availability of the Coyote as a crate engine, direct from Ford, there must be many examples here in the UK that are getting tired. This new book should therefore be very useful for both mechanics, who will be working on these engines and the informed customers who like to know what the pros are doing.

The book starts with a lengthy introduction, describing in detail how the Coyote was developed, how it operates and how each new generation has improved the motor. It also covers the 5.2-litre "Voodoo" engine installed in the Shelby Mustang GT350. Full technical specifications are also provided, so you can make direct comparisons. There is then a useful chapter advising on removing the engine, organising the necessary space, tools and when it's better to rent, rather than buy them. There follows sections on Teardown and Inspection, Selecting the Parts, using the Machine Shop, Final Assembly and the Final Preparation before Break-in and Tuning. The last chapter deals with the Engine Math and the book concludes with an Appendix and a practical Source Guide. Whether you are working on your Mustang or F-150, or fancy a Coyote crate motor for another project, this well illustrated and written guide should prove its worth.

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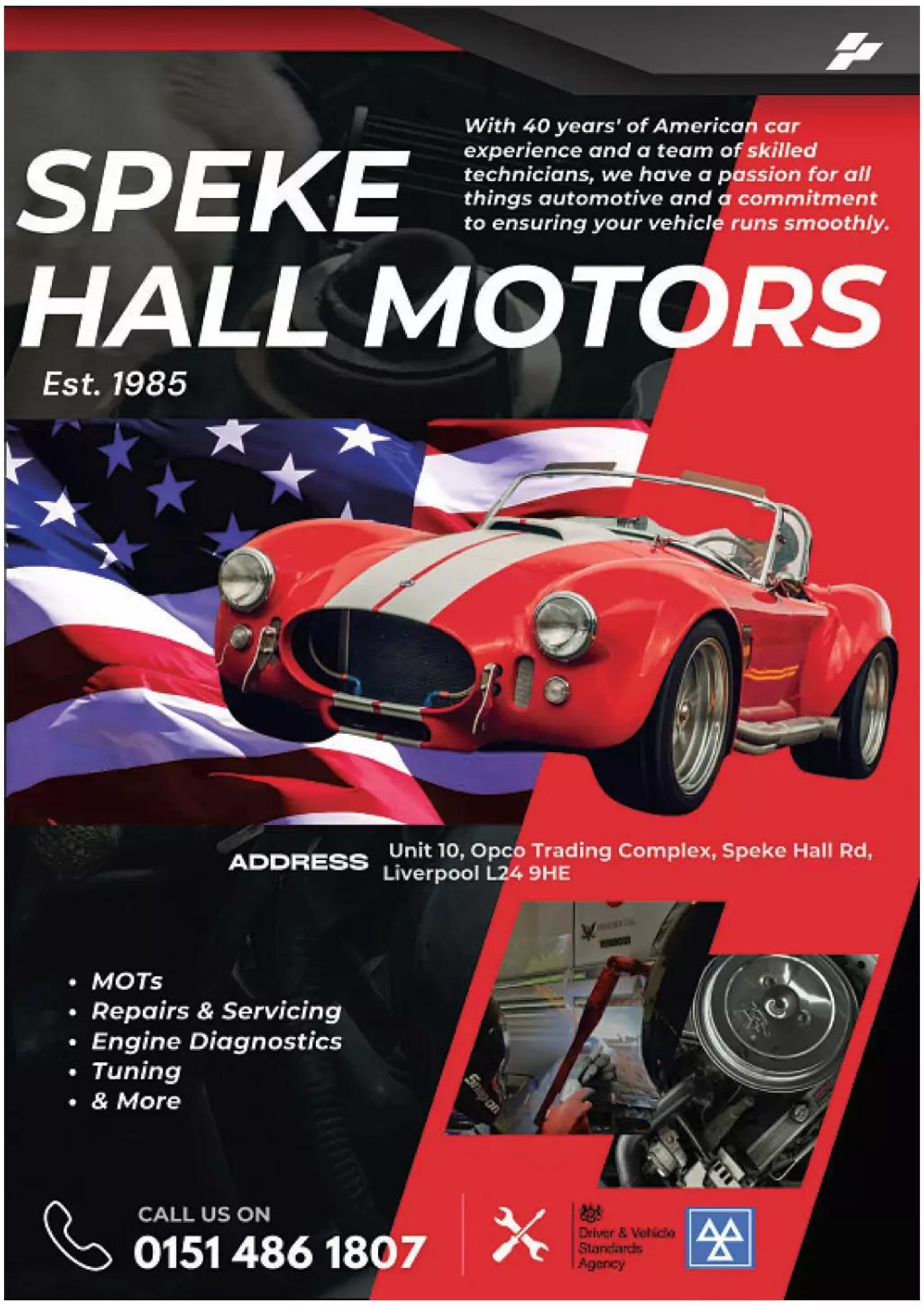
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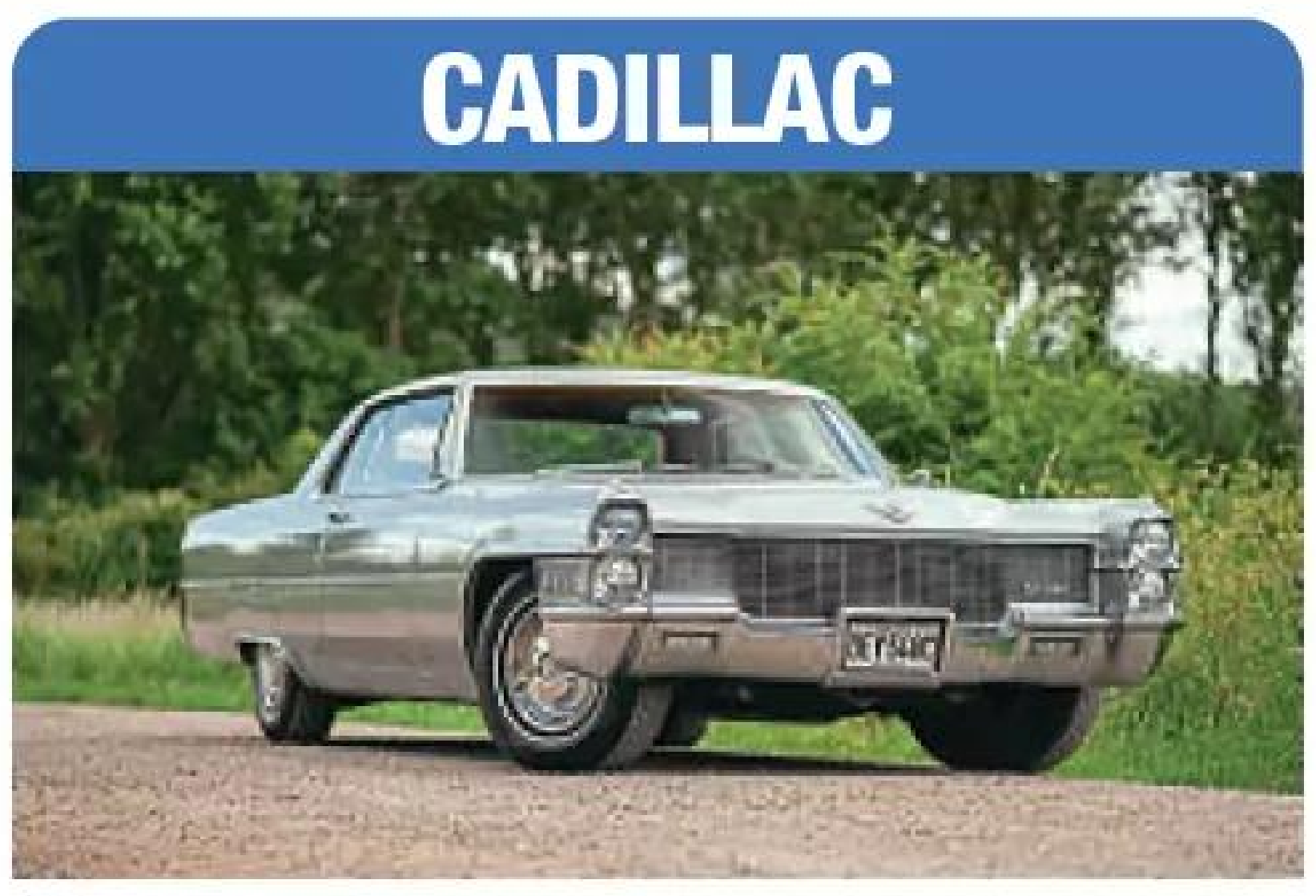

Coupe Deville, 1965, as featured in Mad Men, 48,064 DEY 548C is indeed the series car from the hugely popular multiple Emmy award winning series, **£30,000** *Cheshire*
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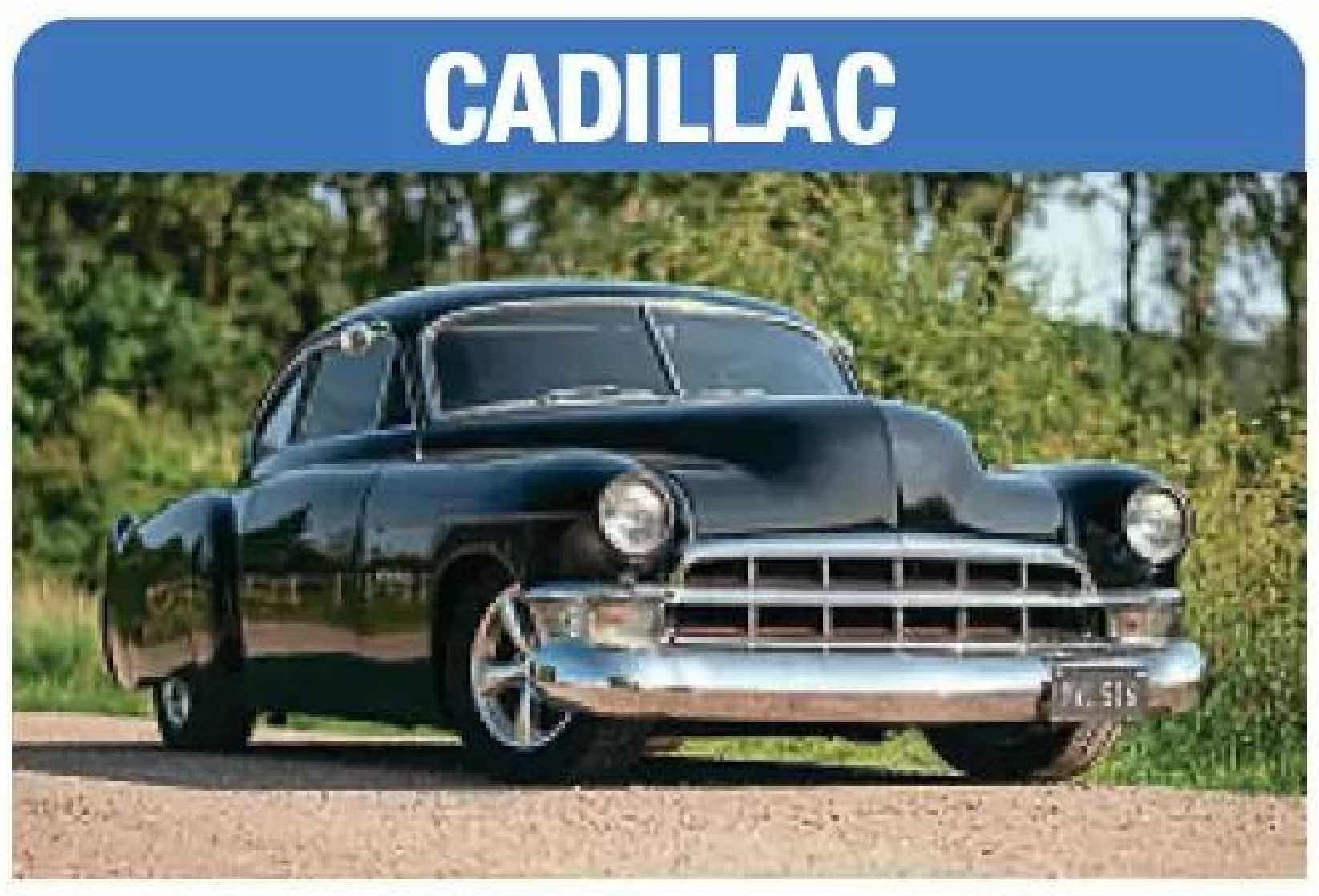

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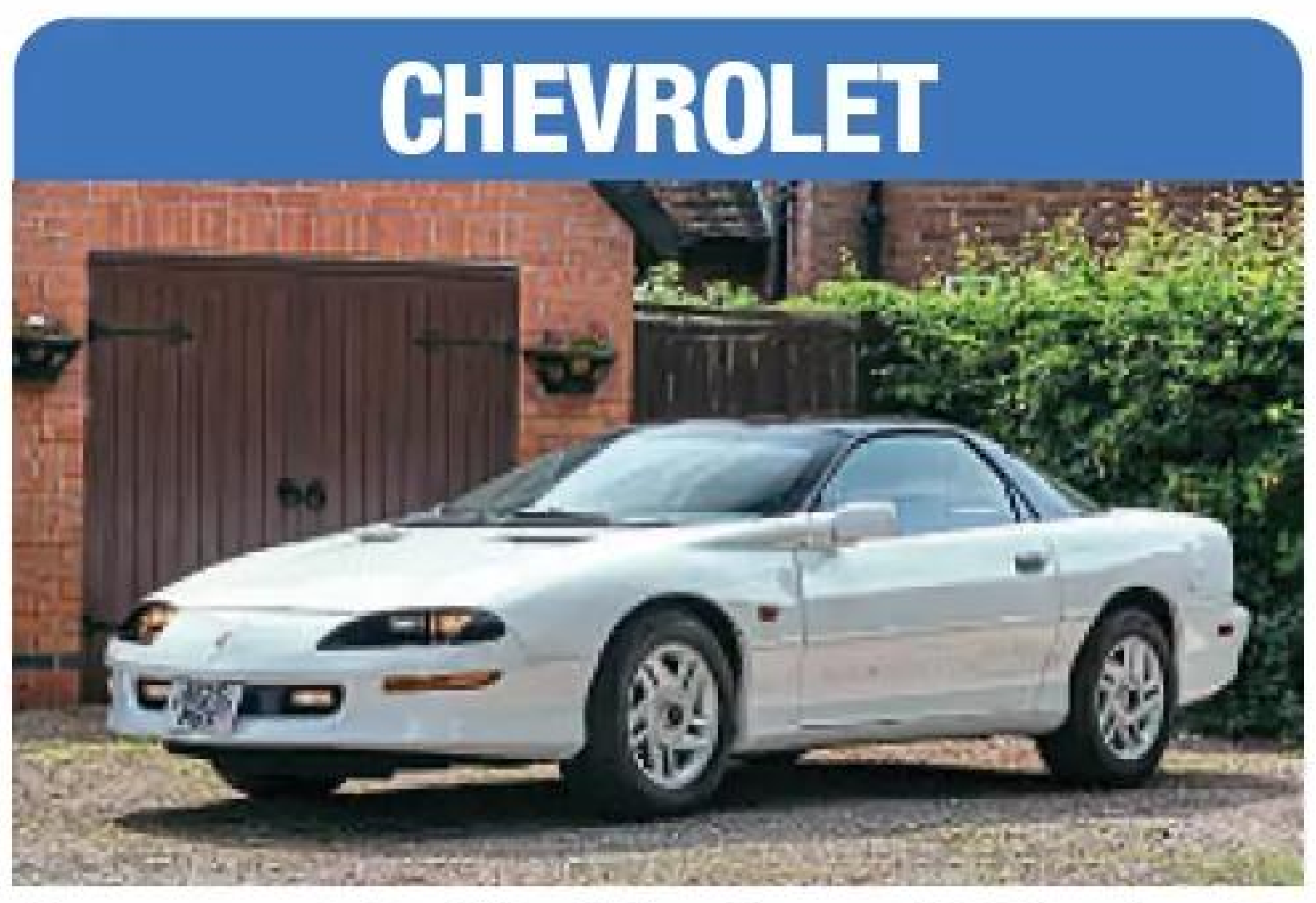

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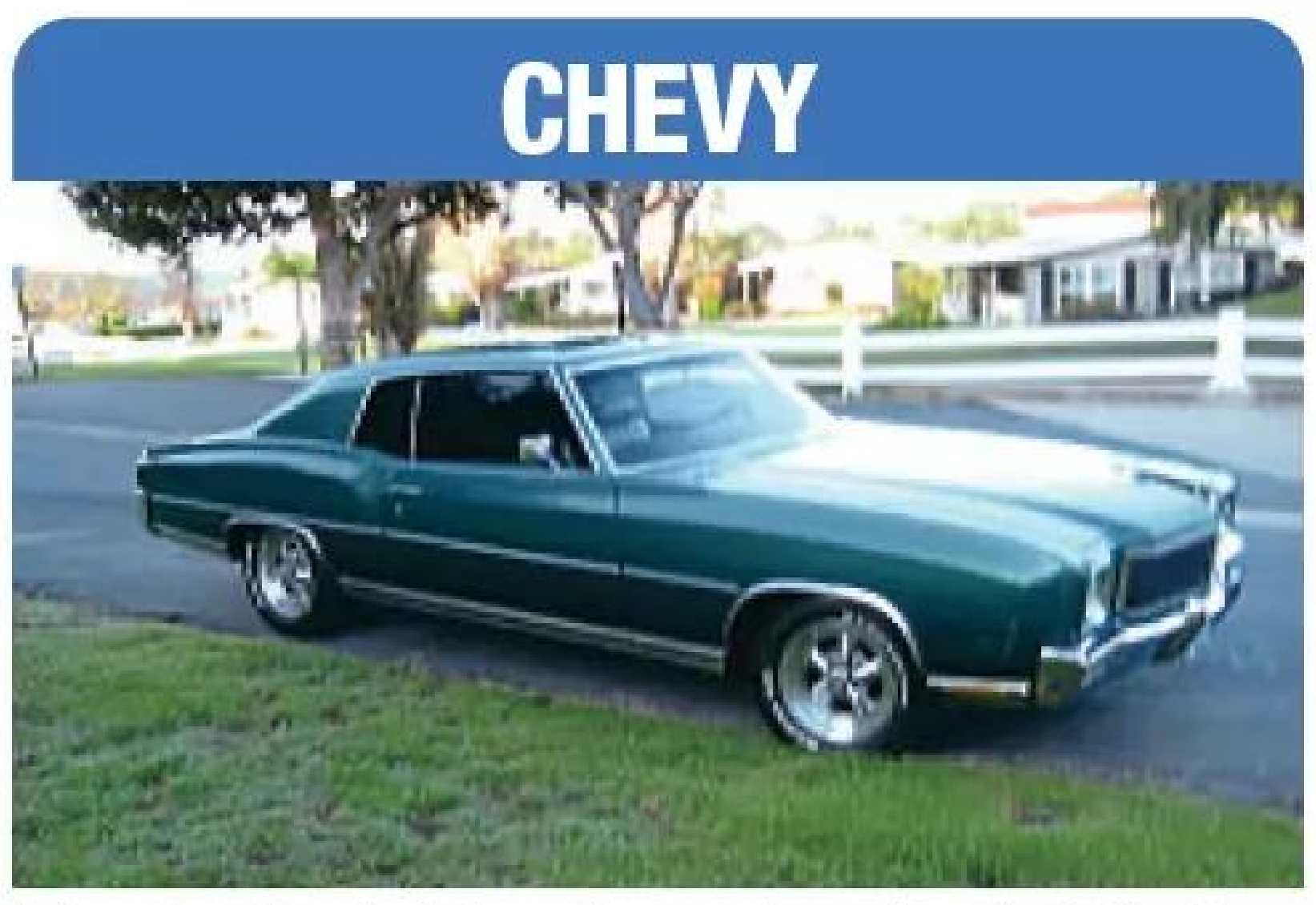

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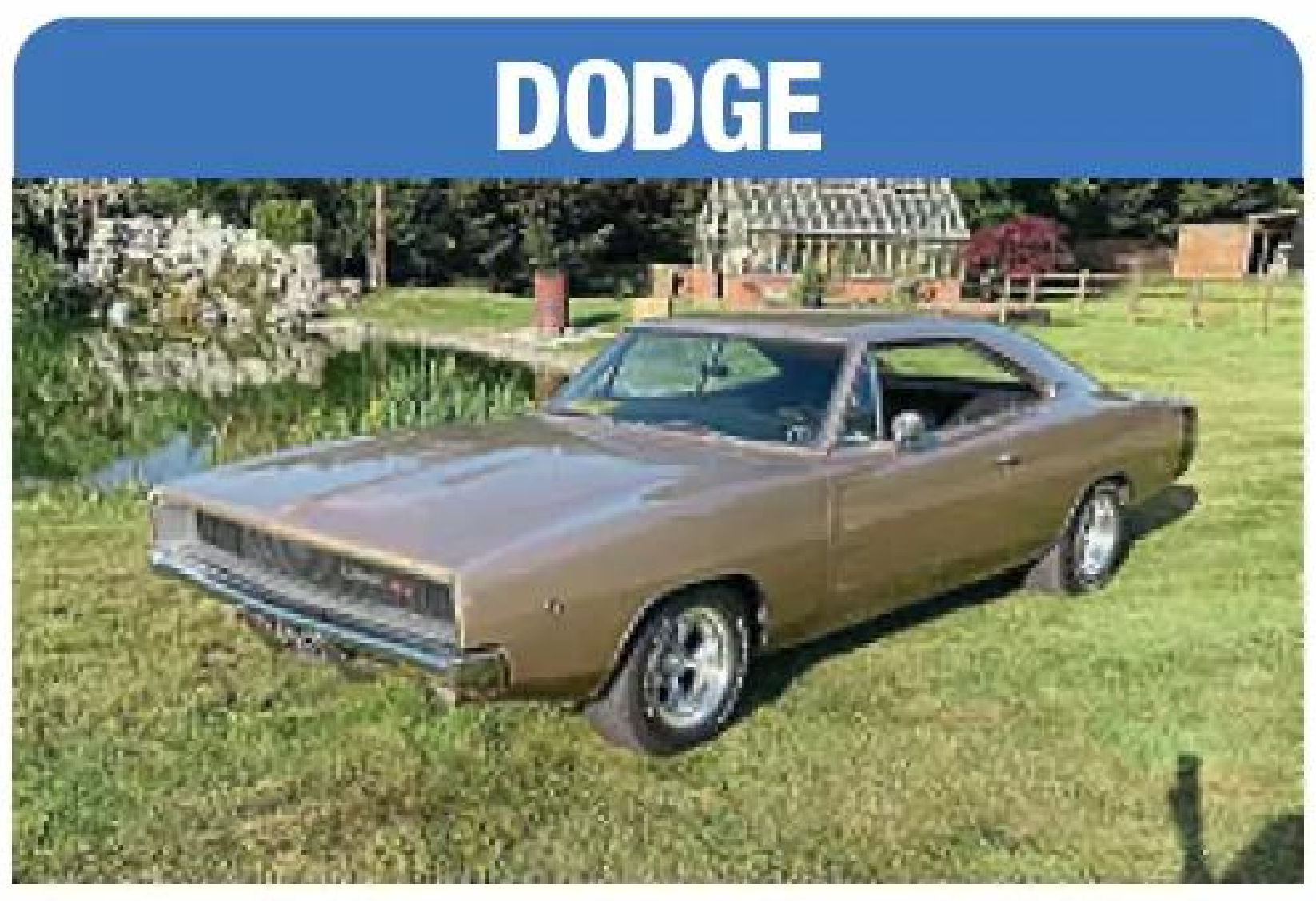

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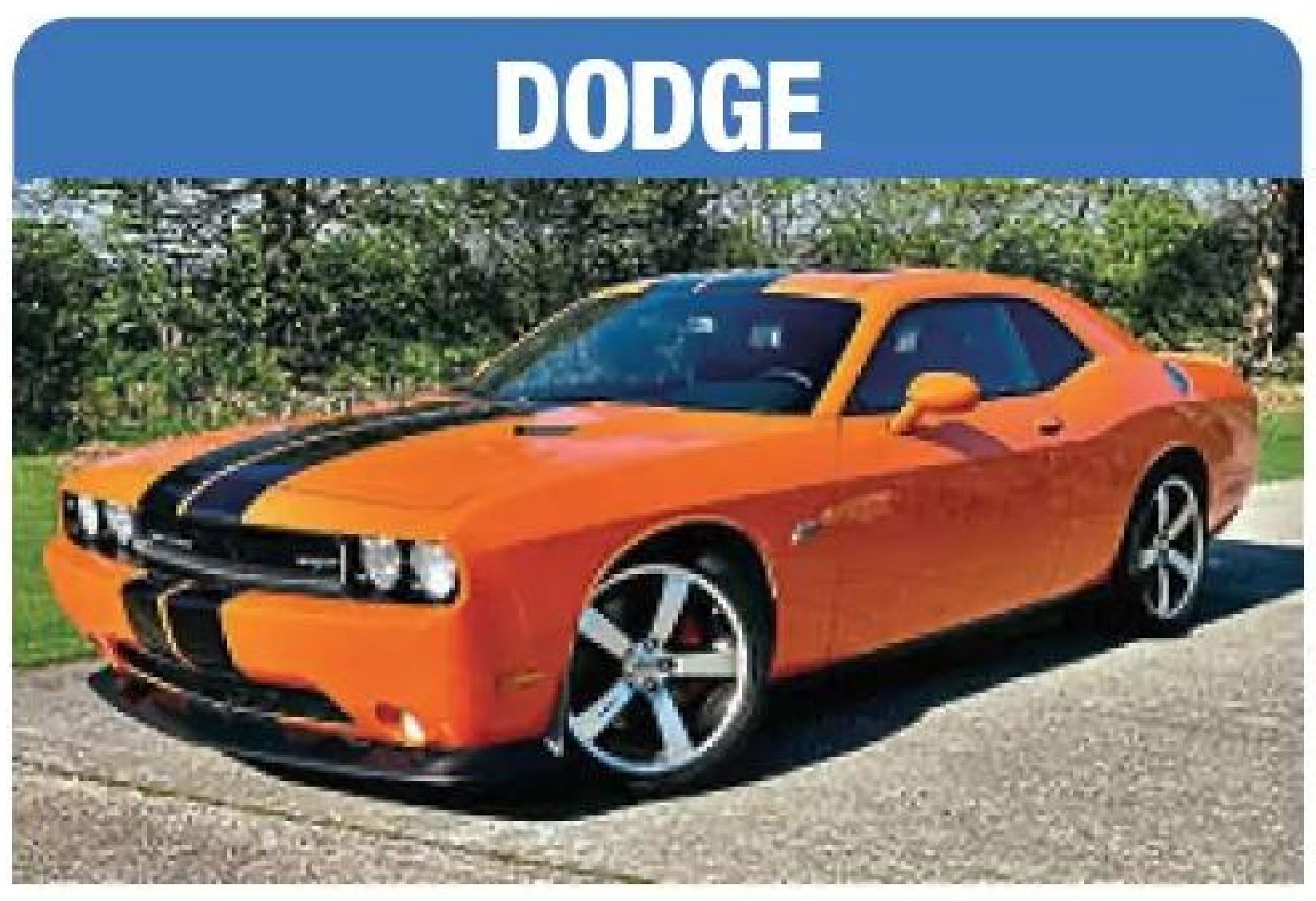

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### FORD

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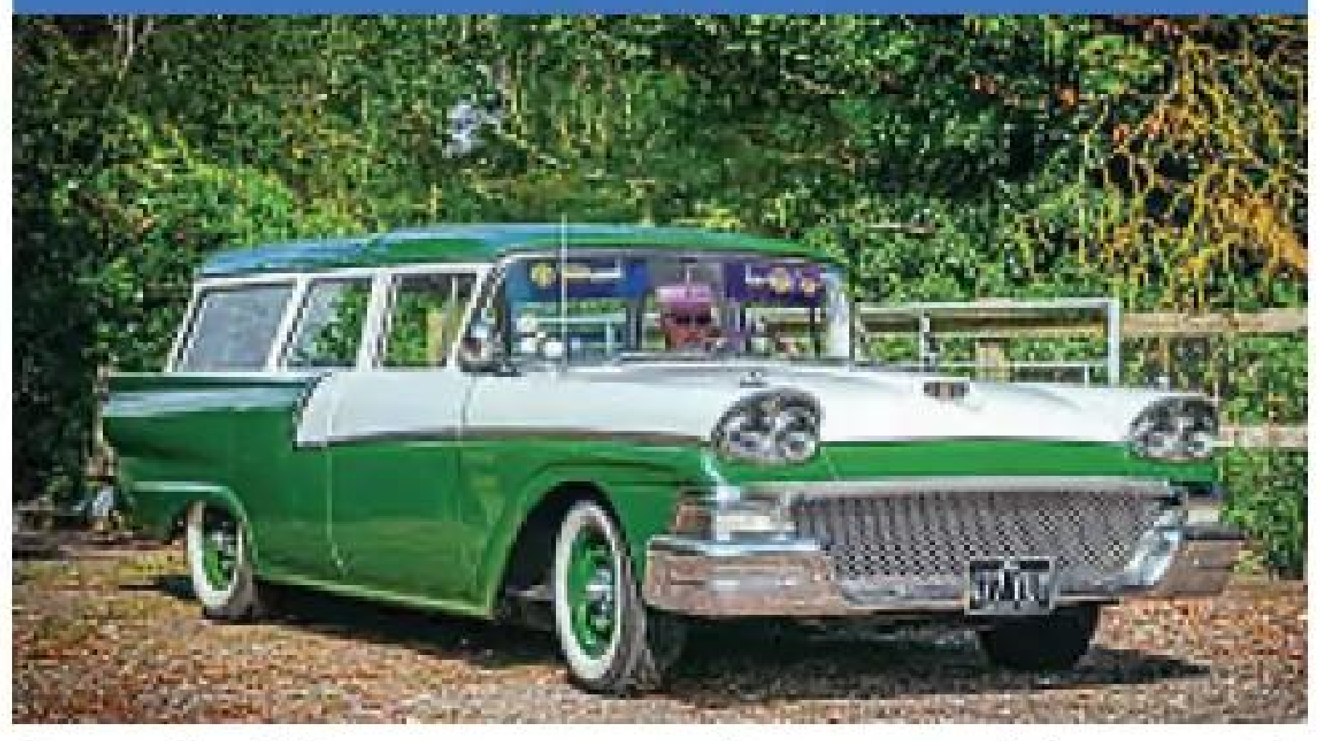

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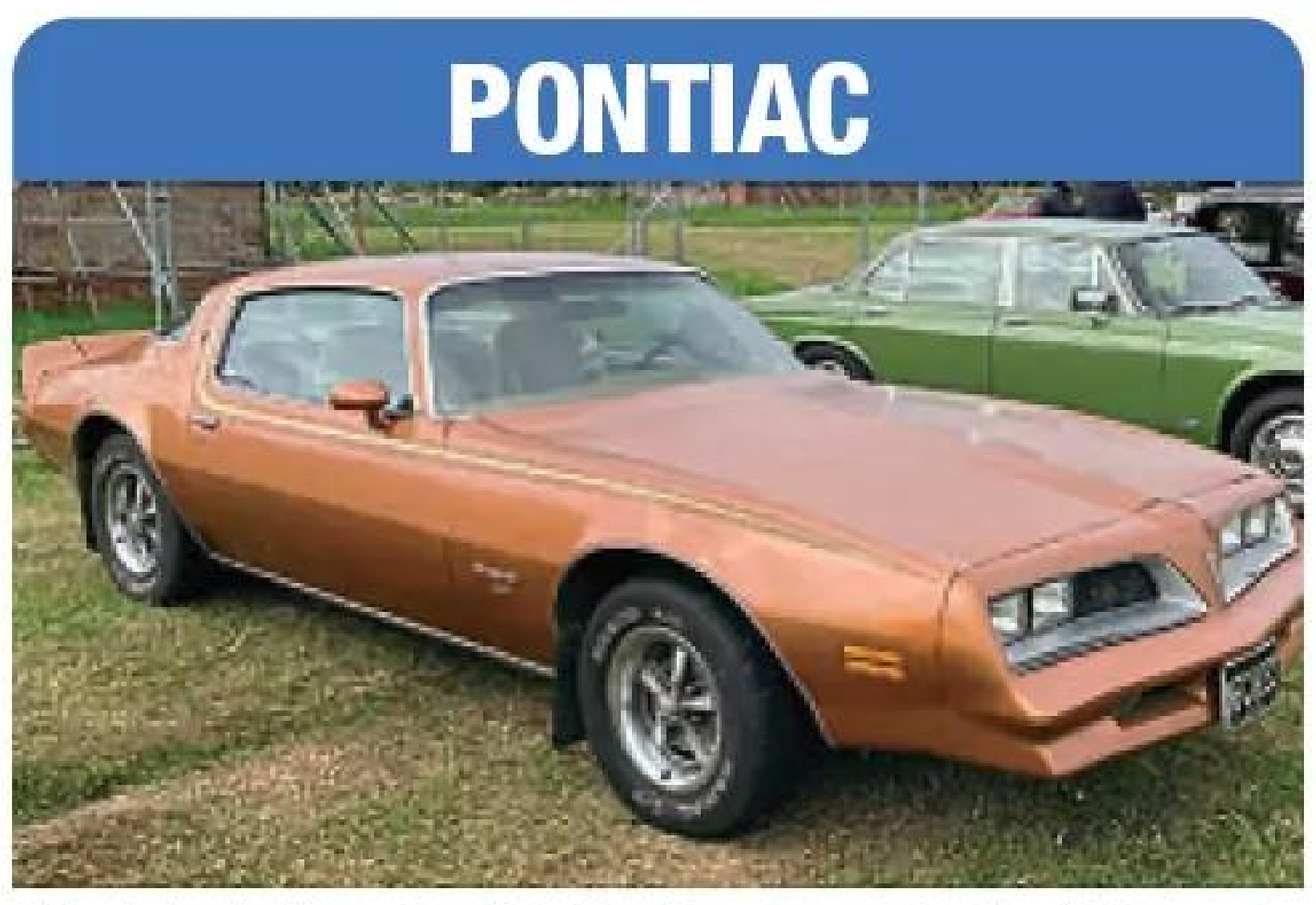

Firebird Esprit 1978, Factory 3.8L V6 auto trans, imported 5 years ago, has V5, original condition, needs brakes sorting as has none currently due to fluid loss, good reliable car, **£6500 Tel. 07762 136974.** *Essex* Email. paulhemsworth14@yahoo.co.uk

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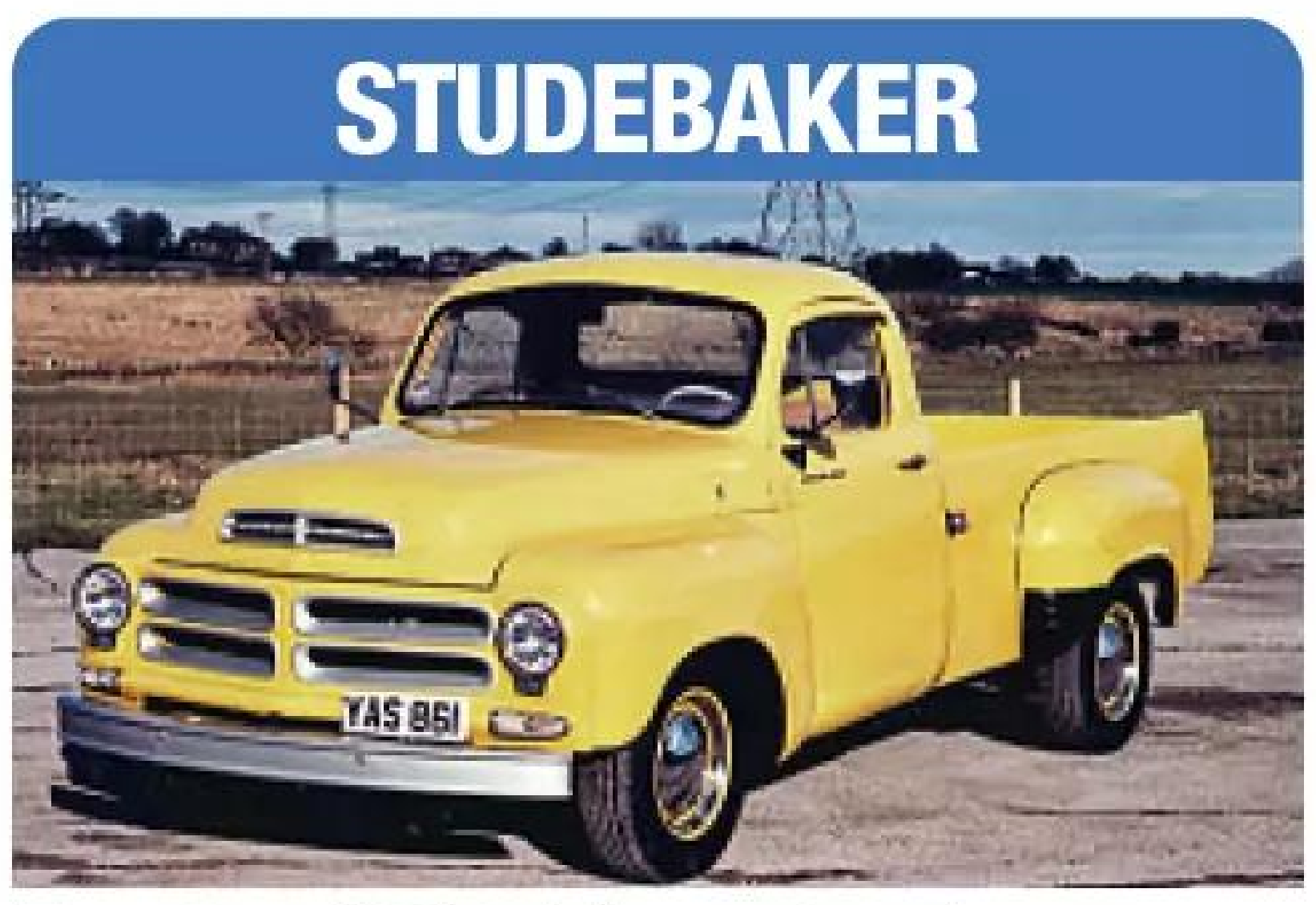

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**EATON/NAPCO** 4x4 front axle for 58 GMC/Chevy Truck, if anyone can help locate a period correct front axle that would be great, can swap for a Dana 8 bolt 4×4 axle. Also have a 3/4 ton 14 bolt GM rear axle for sale. Tel. 07798 614931.

**JEEP** J10, wanted TF-727 gearbox and transfer box to fit 1982, J10 jeep must have AMC 360 V8 bolt pattern. Tel. 07853 173870. West Midlands.

**WANTED** 1 pair of complete 64-65 Thunderbird rear lamps. Tel. 01366 727171.

## Miscellaneous

**FORD** Thunderbird, 1962 advertising brochure, good condition, 11"x14" £40. Tel. 01727 856586. Herts.

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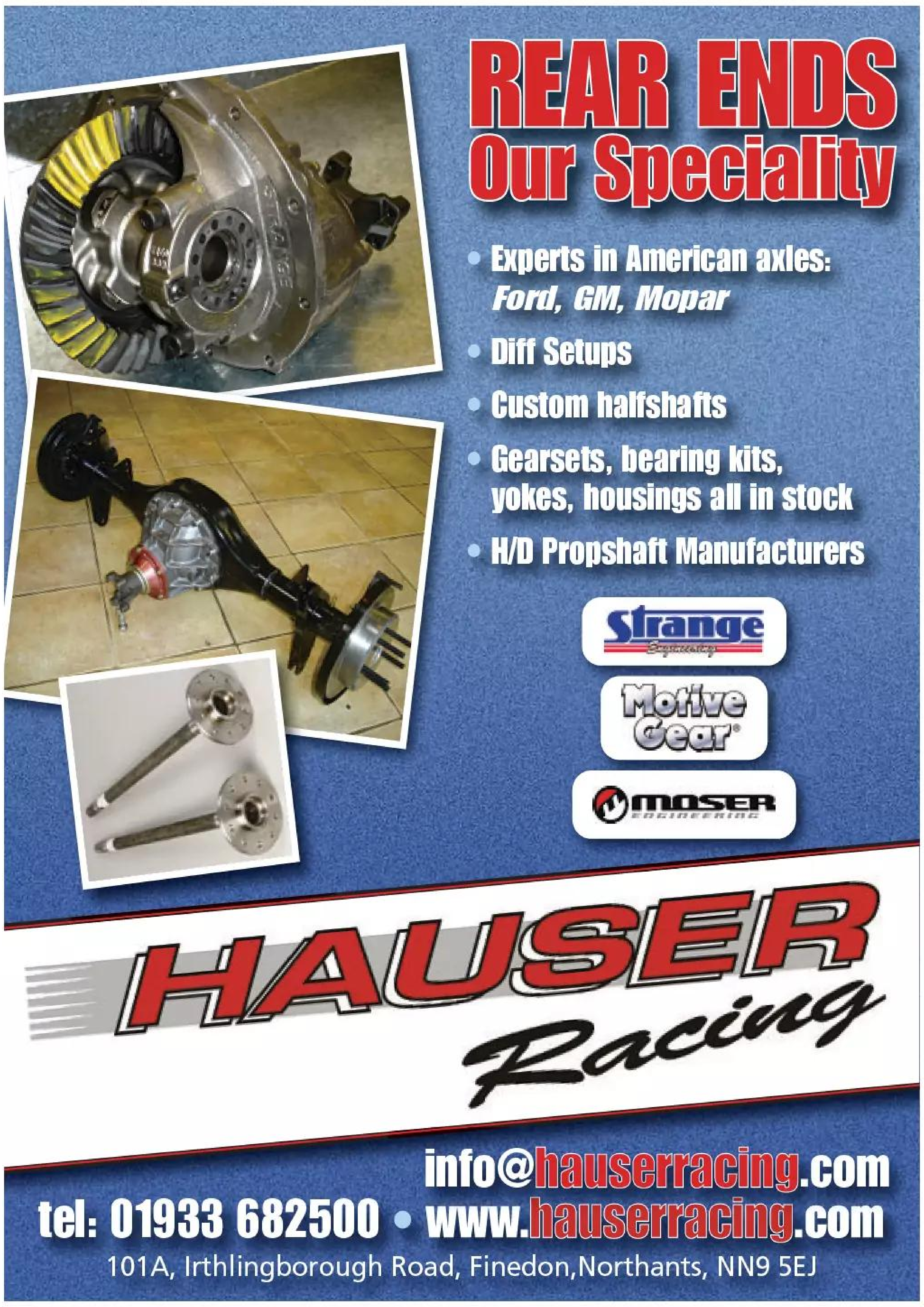
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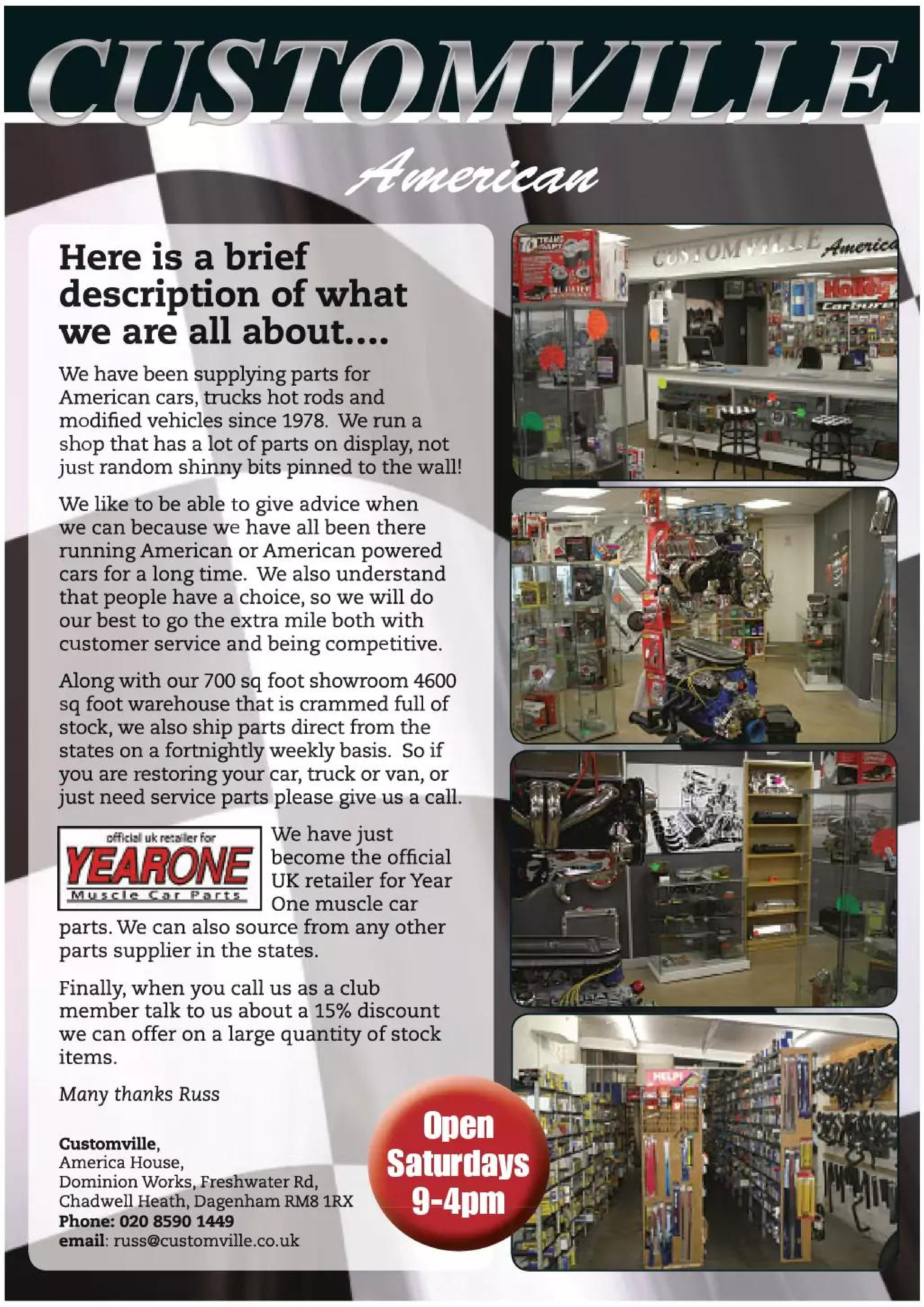
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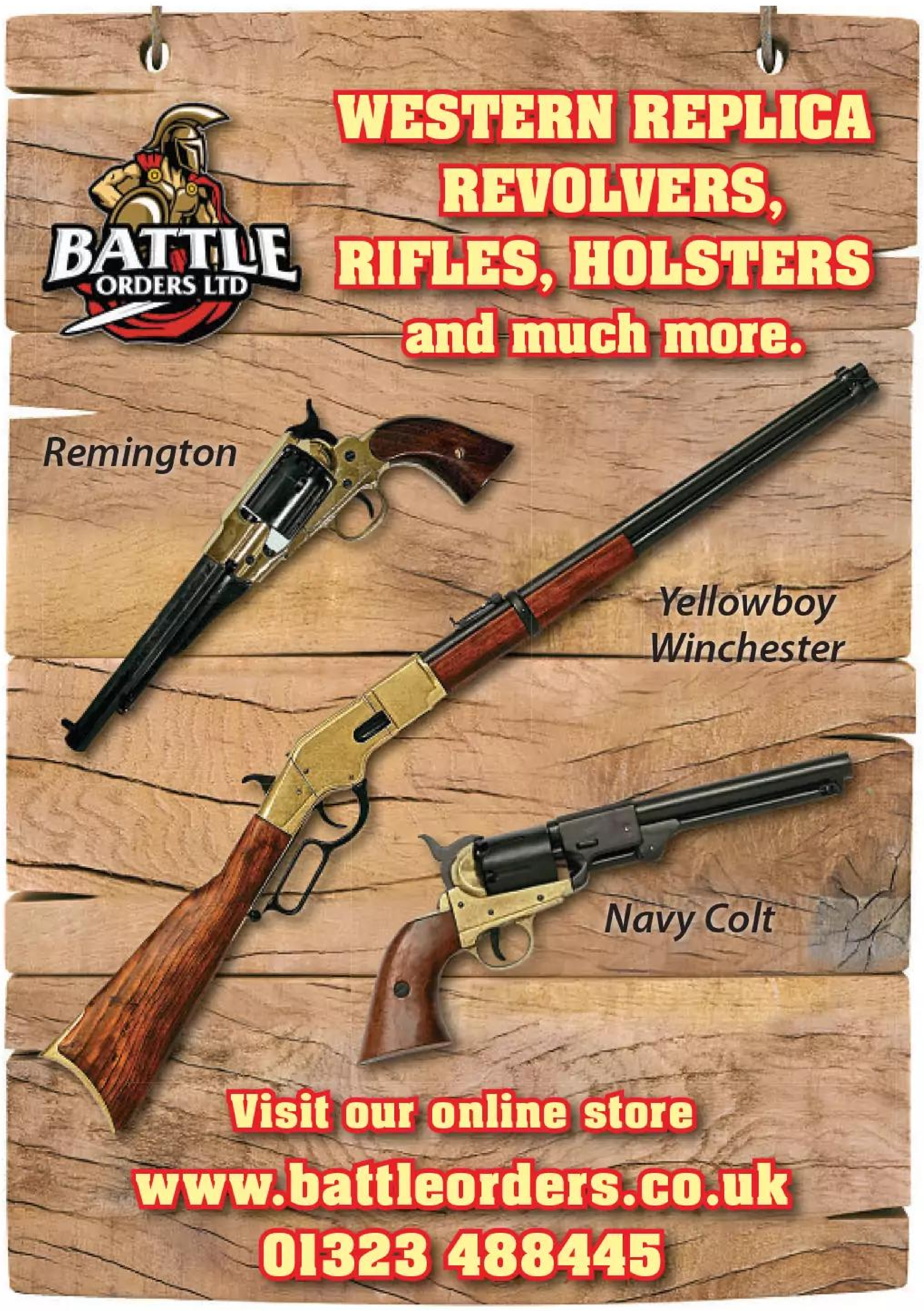
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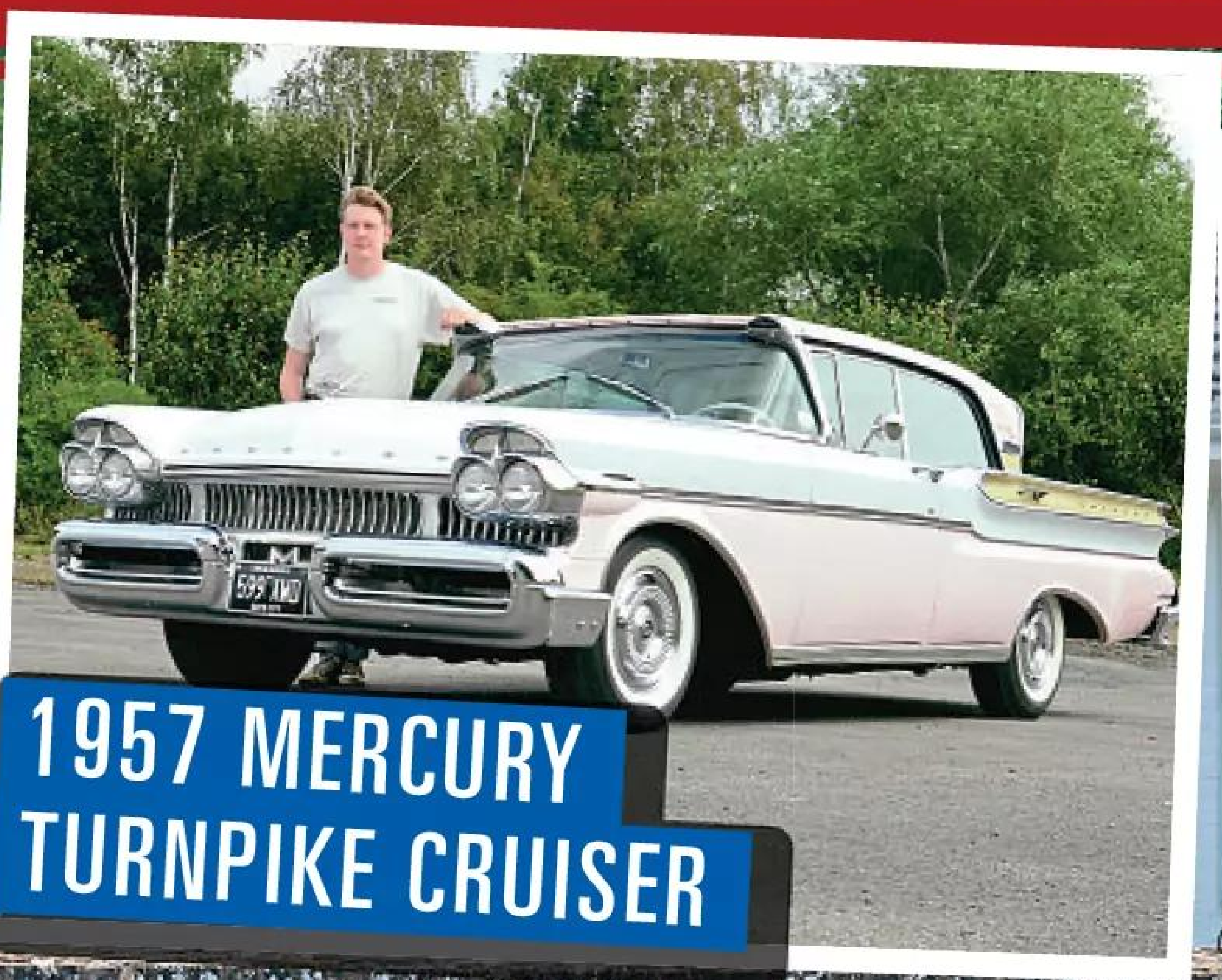
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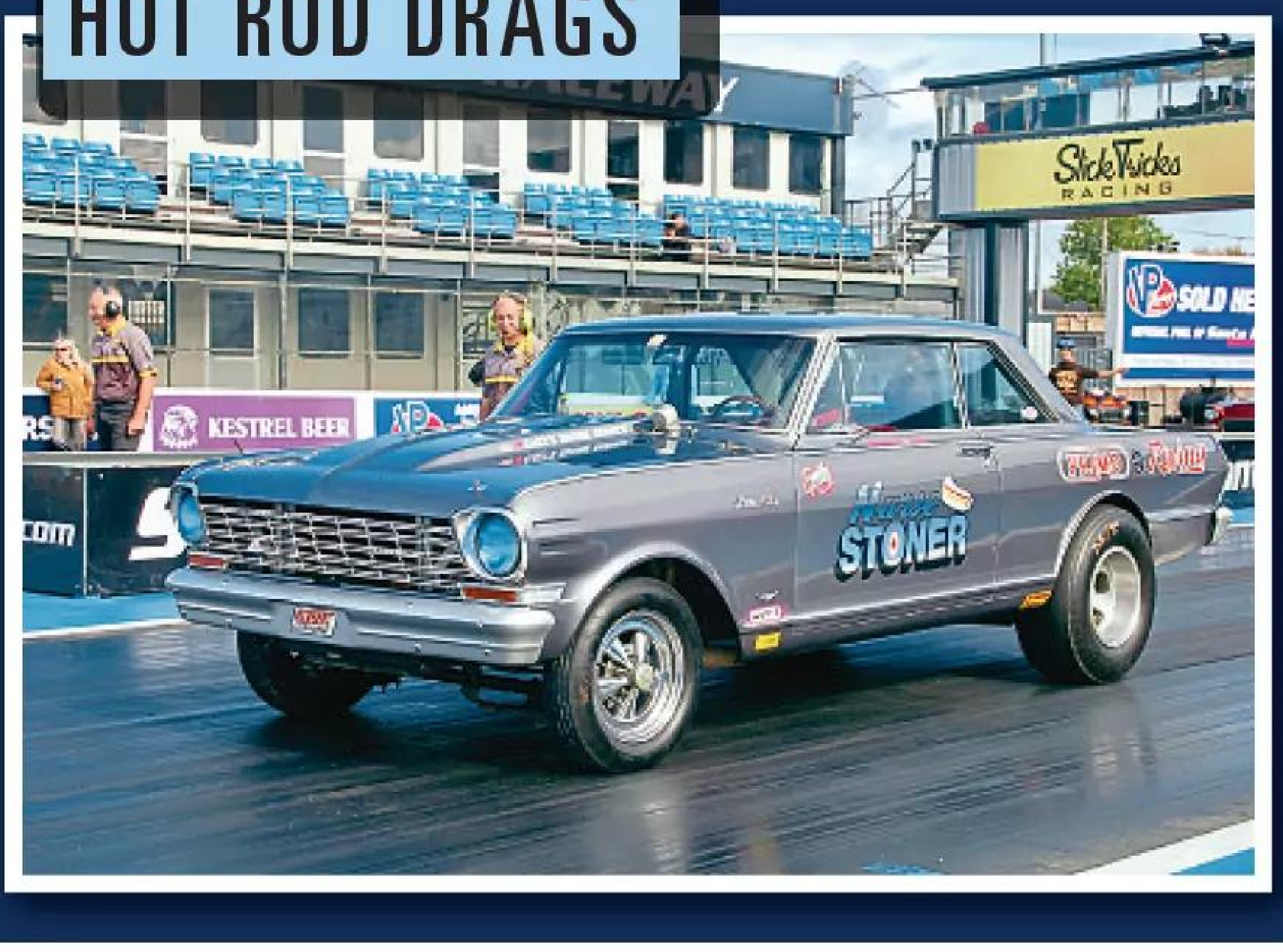
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